

U.S. NOT READY FOR PROS—MILES

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MOTOR RACING

Vol. 1—No. 10



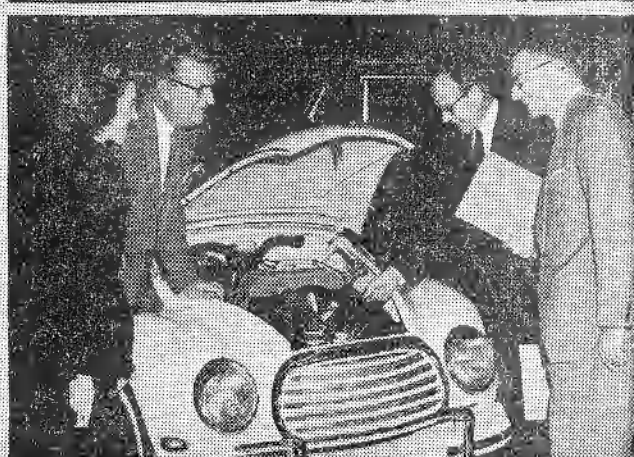
Los Angeles, Calif.

February 24-March 2, 1956

Price 10c

TOP FIELD AT PALM SPRINGS

See Page 1



TWO BIG PREVIEWS—1956 models of the French Simca and German DKW were introduced at impressive showings last week. Simca display was at Beverly Hilton, where A. M. Dolza, president, who flew in from Paris, is shown in upper left pointing dashboard features to beautiful Mrs. Nick Pastor, wife of the imported car dealer. Below, are Joe Weissman, president of CSCC; Ann Davis, "Miss Simca"; Dolza, and Ignacio Lozano, president of

Lester Nehamkin
SCCA. DKW showing was at Pasadena emporium of Peter Satori, importer and distributor. Upper right, Colin C. Hoffman of German Consulate, Satori and Mrs. Satori, who vies with Mrs. Pastor as one of top beauties in sports car colony. Below, inspecting one of the DKW's, are Mrs. Satori, Slim Barnard, auto editor, L. A. Examiner; Satori, and Floyd Freel, auto editor, L. A. Mirror-News. Lower left inset: One of new Simca models. (Story on page 10.)

USAC WELCOMES ALL DRIVERS

See Page 1



Santa Barbara Road Races March 17-18

SANTA BARBARA, Feb. 22.—California Sports Car Club stages a two-day program of 12 road races here at nearby Goleta Airport March 17-18, it was announced today by Joe Weissman, club president.

Nearly 300 drivers are expected to participate in the 5th running of the Santa Barbara races.

Santa Barbara Junior Chamber of Commerce, Long Beach MG Club and Women's Sports Car Club are tied in. Racing starts at 12 noon both days on the 2.2-mile concrete and blacktop course. Deadline for entries, which are in the mail, is March 9, according to Race Chairman Dick Van Laanen.

(Complete program elsewhere in this issue.)



Vol. 1—No. 10 Los Angeles, Calif. Price 10c



ISN'T THAT NICE?—Helping show the 1956 Simca at Beverly Hilton preview last week was curvaceous Alice Pearson of the hostelry's Bali Room. Note the commodious seating space in the new car—or ain't you looking. See Cover Page and story on Page 10.

USAC OPENS ITS DOORS TO ALL DRIVERS! MOVE STUNS

INDIANAPOLIS, Feb. 22.—The United States Auto Club today threw its doors wide open to all race drivers regardless of affiliation.

In making the announcement, Duane Carter, director of competition for USAC, said, "As far as we are concerned the word 'outlaw' does not exist."

The move is unprecedented in the history of auto racing. Now any driver may compete with his own association, come over

(Continued on Page 4, Col. 1)



DUSTY MAHON

Announces Opening of His Own Travel Agency Designed to Cater to the Motoring Enthusiasts

Let us help you with accommodations at Pebble Beach and Sebring. Limited hotel space now available.

A Deal Hard to Beat—Tour Europe by Volkswagen

\$585 includes Trans-Atlantic fare, New York to Europe and return, VW sedan furnished . . . 4000 Km mileage . . . all insurance, papers and hotel reservation . . . You pay your own hotel bills as you travel.

4th Annual European tour leaves for Le Mans and 5 grand races July 27th . . . Best food, wines and sight-seeing.

Sebring Tour leaves March 17 via Mexico City and Havana . . . 2 days in Mexico City . . . fly to Havana for 2 days . . . fly to Tampa, pick up a "U-Drive" car and motor to Sebring for 3 days . . . Return Monday after the races . . . This one is a real corker!

Westwood Travel Service

Half-way between Wil Wright's and Foster's . . . 1133 Glendon Ave. Westwood Village, L. A. 24 GRanite 8-9823

Palm Springs Races Attract Leading Sports Car Drivers

New Ferrari In Debut

By Gus V. Vignolle

LOS ANGELES Region of the Sports Car Club of America stages its 1956 road race opener Saturday and Sunday, Feb. 25-26, at Palm Springs Airport — and it should be a smasher.

This is the first time the SCCA has staged races at the famous desert spa. Some 200 whopping entries, featuring top driving talent and foreign and U.S. machinery, are due for the two-day program, according to Race Chairman Lindley Bothwell.

With Palm Springs jammed to the gunwales at this time of the year, a crowd of 20,000 is more than possible for the series of three races on Saturday, and seven on Sunday.

First race Saturday is at 3 p.m., with the Sunday opener at 10 a.m.

These races are certain to provide the fastest times ever recorded at Palm Springs, since the course has been lengthened from 2.3 miles to almost 2.8 miles.

The new layout includes an added 2200 feet on the back straightaway, making for a total of 6000 feet — and that means blinding speed by the Ferraris, (Continued on Page 3, Col. 3)



Lester Nehamkin

ONE OF the big favorites in Palm Springs road races Sunday, Feb. 26, is Ernie McAfee, Beverly Hills, who will be driving Bill Doheny's potent 4.4-liter Ferrari. Here, Ernie gets cheers and smiles from comely Margie Lane following one of his two race victories at the spa last December. (Other photo and map of enlarged course, pg. 3.)

Pro Sports Car Race March 4

WILLOW SPRINGS, Feb. 22.—Professional sports car drivers will compete in their second outing here on the rugged 21-mile Willow Springs Road Course Sunday, March 4.

A one-hour main event for over 1500cc modifieds climaxes a six-event program which opens at 2 p.m. The course is located six miles west of Rosamond off U.S. Highway 6.

George Beavis, president of the sanctioning Road Racing Register, believes many former AAA drivers will see action. This is due to the new ruling from AAA's successor, USAC, that drivers may compete with any other racing body and still return to USAC.

Beavis will drive a new Offenhauser Special. He won main

(Continued on Page 7, Col. 4)

Dean Race Story On Page 7

Third installment of "The Jimmy Dean Racing Story" appears on Page 7 of MOTORACING.

It tells how the late actor, showing great promise as a sports car driver, went up against veteran drivers in his second race—and finished a strong third.

This was at Palm Springs. He raced only once more before his death in a highway accident.

4 PROBLEMS BALK PRO RACING IN U.S. -- MILES

(These views on pro sports-car racing are those of Mr. Miles and do not express the opinion of MOTORACING.—Ed. Note.)

By Ken Miles

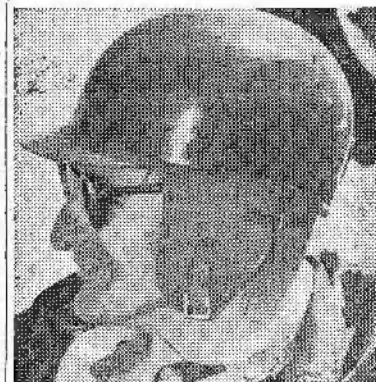
Noted British Driver and No. 1 West Coast Under-1500cc Winner in 1955

MANY OF OUR local sports writers are currently beating the drum for "professional sports car racing, and I feel that the people most likely to be affected, the sports car club members, should hear the other side of the argument.

I have raced under the European system in which no distinction is made between the amateur or professional driver and I know the advantages and weaknesses of this system. I have lived in America long enough to know why the European system will not work out here yet.

Roughly speaking, the problem is a fourfold one, comprised of — sanctioning, the SCCA, courses and drivers.

Taking sanctioning first, in Europe there exists an omnipotent body in the FIA, represented in each country by a national club, without whose sanction nobody can either promote a race or compete in one. Since the first concern of the FIA is "Will it be a good race from the sporting viewpoint?" And they are not in the least bit concerned whether the promoting club



KEN MILES

... Not Ready for Pros—Yet ... makes money or not—they can enforce regulations regardless. PROFITS TO CHARITY In Europe, the first question asked about a race is "Was it a good race?" and many of the largest races are supported by (Continued on Page 10, Col. 3)

• Racing Pow-Wow

By Maury Powell

USAC'S OPEN COMPETITION OFFER MERITS A GOOD CHEER

OUR BONNET'S off to the United States Auto Club—man, the USAC really rocked the racing world with its open competition offer as detailed elsewhere in these pages!

You may recall that in this corner last issue, we boomed strongly for this very deal. Duane Carter, USAC's racing director, deserves much credit for this forward move.

How NASCAR will take the offer is on the moot side. Very moot, in fact. While we're certain that URA, CRA, IMCA, ARDC and most of the other outfits in the U.S. approve a reciprocal pact, we're guessing that NASCAR will say "no dice." Man, how I wish we're proven wrong!

NASCAR is the No. 1 stock car racing outfit in the country and possibly the world. They really don't need USAC, not half as much as USAC needs them. Building anew, USAC's open competition offer will, in effect, serve to get in thousands more members who'll contribute through their dues to enrich a rather meager operating fund. NASCAR is loaded.

FRANCE GOT THE BOOT AT INDIANAPOLIS!

Moreover, NASCAR's boss, Bill France, received a miserable manhandling several years ago at Indianapolis Speedway, being virtually tossed out bodily from the garage area. Since most of USAC's personnel are ex-AAA folks, France probably harbors no affection for them. Carter met with him recently in Daytona Beach to discuss this open competition setup, but nothing definite was reached at that time, say reports. We're guessing Carter got not much more than sand in his shoes at the Florida resort.

SHORT CIRCUITS—Races galore in the Southern California area within the next four or five weeks . . . Palm Springs Feb. 25-26, first time there for the SCCA brigade; RRR's pro sports car races Mar. 4 at Willow Springs; Gardena Stadium's NASCAR late model stock cars Mar. 11; CSCC's sports car races Mar. 17-18 at Santa Barbara (Goleta) Airport; NASCAR-RRR International 100-mile Mar. 25 at Arizona State Fairgrounds, Phoenix; CRA's sprint car road races Mar. 25 at Willow Springs, and USAC National Championship 100-lapper at South Mountain Speedway, Phoenix, Ariz., March 31.

Save your money, racing fans, the promoters of all these events need you dearly! One consolation—the General Motors Motorama Mar. 3-11 at the Pan-Pacific Auditorium is free.

CAST YOUR ORBS AT THESE TEEVEE SHOWS

Some upcoming TV shows are worthy of mention herein: On Eric Sevareid's coast-to-coast news show released in L.A. via KNXT, Channel 2, at 12:30 p.m. on Sunday, Feb. 26, will be footage taken in the L.A. area of various and sundry sports car matters . . . Cameraman was able Fred Dietrich, with Grant Holcombe miking . . . Bruce Kessler, Ernie McAfee, Dave Bracken, Gene Simon, Mrs. Al Papp and many other CSCCites are featured.

Next, Brentwood Motors is slated to commence sponsorship of a weekly Sports Car News show every Thursday night from 11:15 to 11:30 p.m. on KTLA, Channel 5 . . . A new snappy format will feature John Wells along with some interesting guests and movie footage from races.

Took in showing of some new foreign jobs recently . . . First, the Simca blowout at the Beverly Hilton, staged by Wilkin-Wolf, and later the DKW unveiling at Pete Satori's . . . Both cars are beauties in their various models and should sell well here . . . Simca's ace, in our opinion, is the two-seater roadster for about \$2700, with its station wagon for about \$1600, another dandy . . . The Aronde Flash 1300 engine, a four-cylinder job whose grooved valve stems mechanically eliminate carbon, is powerful and smooth . . . Personally, we like both autos, but think the DKW, with its more foreign-appearing styling, may have more sales appeal . . . However, that's a matter of the buyers' tastes, natch . . . New DKW now has 42 instead of 38 horses, and the hardtop models are beauties . . . And you should see the commercial versions with house trailer and camping bodies!

LET'S WATCH THE PHONY ADVERTISING, MEN!

It might be noted at this point that USAC wasn't exactly getting off on the right foot out here by permitting a Southern California promoter to advertise his midget auto race at Bonelli Stadium, Saugus, as the FIRST under USAC's aegis . . . Actually, there was an indoor midget affair sanctioned by USAC at Ft. Wayne's Coliseum, Ind., on Jan. 8, but danged if this Southland promoter didn't plug his show Jan. 29 at Bonelli as the first!

He even confused the L.A. Times' racing writer, whose story, dated Saugus, Jan. 29, started—"The United States Auto Club (USAC) took its first crack at sanctioning auto racing here today with a midget auto race program put on by . . ."

In one of our first columns we said we'd battle for honest advertising and exorcise those who deviate from the straight and narrow.

You who goofed know who we mean. Nuff sed.

SUBSCRIBE NOW—TODAY . . .

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COMING!

• In Next Issue of
Motoracing

So Ken Miles does not think America is ready for professional sports car racing! Many people disagree. One is Jim Mourning, MOTORACING writer, who offers a strong rebuttal to Miles' story in the next issue of Motoracing. Don't miss it!

Another installment of the fascinating "Jimmy Dean Racing Story" appears in the next issue of MOTORACING. Read how the late great actor was on the way to becoming a top-notch sports car driver when death cut short his career.

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LETTERS

to the Editor

PRO VS. AMATEUR

As the Pacific Coast representative of the Bahamas Automobile Club I want to thank you for the fine write-up. I hope other automotive publications will treat us as well.

I am sorry to see that Mr. Bellesiles has received considerable misinformation about the Bahamas Speed week. I would like to take the liberty of correcting him. The Bahamas Speed week was limited to 100 entries this year as we could not obtain steamship space for more cars. Last year's race had only 50 cars. Next year we hope to have better shipping arrangements. This race is run mainly to get publicity for Nassau and the Bahamas Islands. We feel that by having entries from all over the world we are doing a better job of publicity. To enable many of the entries to come great distances to Nassau with expensive machinery we feel that we should pay a certain part of their expenses. For all of the entries we pay hotel expenses at one of the first class hotels in Nassau for two persons. For about 60% of the entries we pay the shipping expenses and travel expenses from Miami on the Queen of Nassau. The class one entry is limited to early entries and entries from great distances. We do not supply food or drink though there are a number of cocktail parties given during and after race week.

I cannot see how this set-up would mark anybody as a pro as I understand that the AAU allows expenses, including food, lodging, transportation and miscellaneous expense money.

I believe that it is within the rules of both SCCA and CSCC to pay a driver's bonafide expenses at a race and his travel expenses.

As to the remarks Mr. Bellesiles makes about the races in Mexico, I can only say that the promoter could have had a much better field if he had picked a date that did not conflict with our established race at Nassau.

I. W. Stephenson
Pebble Beach, Calif.

HEY—HERE'S A BEEF

Please cancel Mr. Stephenson's subscription to MOTORACING. Mr. Stephenson feels that you are too ready to point out the faults of others while you refuse to admit your own errors. Your failure to publish Mr. Stephenson's recent letter re profession-

(Continued on Page 11, Col. 1)

★ SPORTS CAR-TOON ... by Bill Harmer



'Since he subscribed to Motoracing, the starter's flag is the only way I can get him to work on time.'

THE DUKE WONDERS...

WHO THE clever devil was who thought up the gimmick in the Palm Springs release that made the drivers liable for anything and everything that might happen?

Why Mercedes-Benz applied for a patent on a jet-assisted racing car if they intend to get out of competition?

If the owner of the VW with a front-mounted Cadillac engine will succeed in clearing the car to compete in local events?

Whether Rudy Cloye, Al Torres and others associated with the planned track know that several writers and photographers are curious over why they were given that "no further comments" routine, only to have one of the associates spill to an outsider over the phone?

If Studebaker's attempt to line up a California Automotive writer as a West Coast contact man doesn't indicate more than just an interest in peddling the Hawk series to the average driver?

Whether it's common knowledge that Mercedes-Benz built four special lightweight aluminum bodies for 300 SLs, three of which are competing in U.S. production car events?

What ever happened to the San Diego steam car whose backers were trying to get special permission to race it at Le Mans?

If Johnny Williamson isn't sitting out Palm Springs because of details connected with his going into the manufacture of fibre-glass tops for the MG-A?

Whether the distributor of an English car won't surprise local enthusiasts by tossing a press party at which he will announce his acquisition of the Alfa Romeo distributorship?

How many people realize that one of the new Triumph TR-3s ran at Torrey Pines? (It withdrew when it became obvious that 600 miles wasn't enough break-in.)

Whether some of the legal but questionable things racing competitors are getting away with doesn't indicate the need for revision of existing technical regulations?

If a local writer isn't cussing out an automotive publication for printing the Willow Springs NASCAR coverage in a stock car column after leading him to believe he was covering it on assignment?

How much longer a few foreign car firms expect to ride the gravy train as far as MOTORACING is concerned (they're due for some neat surprises soon, especially a RUDE Gough Industries representative, who better wake up pronto!)?

If the new issue of a locally-published motor magazine proves they no longer care for sports cars or anything not manufactured in Detroit? Or is it conceivable advertisers are dictating editorial policy?



Vignettes

by Gus V. Vignolle

IN WHICH TRACY BIRD DOUBTS RACING FOR \$ IS THE ANSWER

TRACY BIRD is a driver from Tucson, who last year wheeled his Porsche to six races in three states at 800 to 1500 miles per roundtrip to snare three first, two seconds and a third, until, as he says, his luck and carburetors fell apart at the last Palm Springs races.

In addition, Tracy writes a very fine letter. An epistle refers to a column we did some time back pointing out how rugged it is for the Little Guy to buck those who have dealer or distributor support or, in some wise, are connected with the industry.

That phase of his letter we'll get to in an early issue, because he had some fine points. But today we'll deal with his No. 2 phase, professionalism, because that's the No. 1 hot topic *au present*.

First off, though, Mr. Bird is wrong in hinting that MOTORACING is belting the cymbals for the pros. Some of our writers, of course, feel that \$-for-racing is practically here. But this publication is neither for nor against it.

Personally, I don't care if they go for mazuma or matzoths. But I do wish I had a piece of one of these proposed tracks that some day soon are a cinch to become a reality. Then I could get a Maserati, go to Majorca with Dusty Mahon and eat huevos rancheros three times a day.

Anyway, Tracy says: "This dough for digging is a very enticing thought, but I fear that any such shower of dubloons will not filter down to us, the rank and file who make up the field at races. Right now, the average guy risks blowing his engine, bending his car and rending his pocketbook for the sheer joy of racing. He runs back in the field, doing his racing against other machines of similar performance and is more or less content with this race within a race, even though lapped a time or two by the first three cars."

THERE IS ALWAYS THAT CHANCE

Tracy doesn't think this average guy is particularly pleased at being beaten by the same frontrunners at every race. "Sometimes on Sunday night he's ready to chuck the whole business and go back to rallies (and some have), but usually he finds a way to take off a few more pounds, or hears of a new cam before the next race, and the dreams of beating Hill or Miles are reawakened," he adds. "Might not the added straw of seeing the same few collect the geetus be just enough to completely discourage him?"

You are right, Tracy. We agree. Then you'd have the Big Potatoes going for the legal endive, and the Sub-Spuds getting rallies. Question is, would there be enough Big

Tracy continues: "On the other hand, there's no doubt some measure of coordination and control of sports car racing is badly needed. The profusion of races and lack of coordination between the clubs is not only hard on competitors and their equipment, but is certain to kill spectator interest in sports car racing. And spectators provide the cash that pays the bills."

"Professionalism may be the answer, but I doubt it. It will freeze the little guy, gyp the spectators and kill sports car racing as a sport."

Anybody got the answer?

A STEADY DIET OF 2 DOZ. MARTINIS

1956 MR. PEPYS—Up betimes and to the Beverly Hilton to lamp the new Simca and lap up two doz. martinis. Great car. Then to Peter Satori's to lamp the new DKW and lap up another two doz. martinis. Great car. Then to Worldwide Import to lamp Alfa Romeo's Giulietta and lap up another two doz. martinis. Great car. And so to bed, umbriago. Why new models all the time?

GUYS I'D LIKE TO SQUEEZE DOWN THE GARBAGE DISPOSAL—The type that feels all I have to do is plug their gd cars and when somebody mentions advertising, they holler & beller as though you were giving 'em the gout and/or plague.

TRIVIA & FRIVOLA (or playing leap-frog in Athens)—Nothing new on the proposed two big tracks, but both camps predict important announcements before many suns have set . . . Says Rudy Cleye: "Write something nice about Blarney Castle for a change." O.K., the steaks terrific, the grogola (two doz. martinis) out of this hemisphere. And the tab right. O.K., Rodolfo? . . . Don't miss the Palm Springs race this week-end. A world of talent and machinery, and look for sensational speeds on that new 6000-foot back straight . . . Lance Reventlow back in town from Mexico City, in a few weeks will have a new 1100 Cooper from England . . . Bruce Kessler's going to school. Honest . . . He says he'll drive a 300SL for John Edgar . . .

FERRARI LUGGAGE SPACE LOUSY

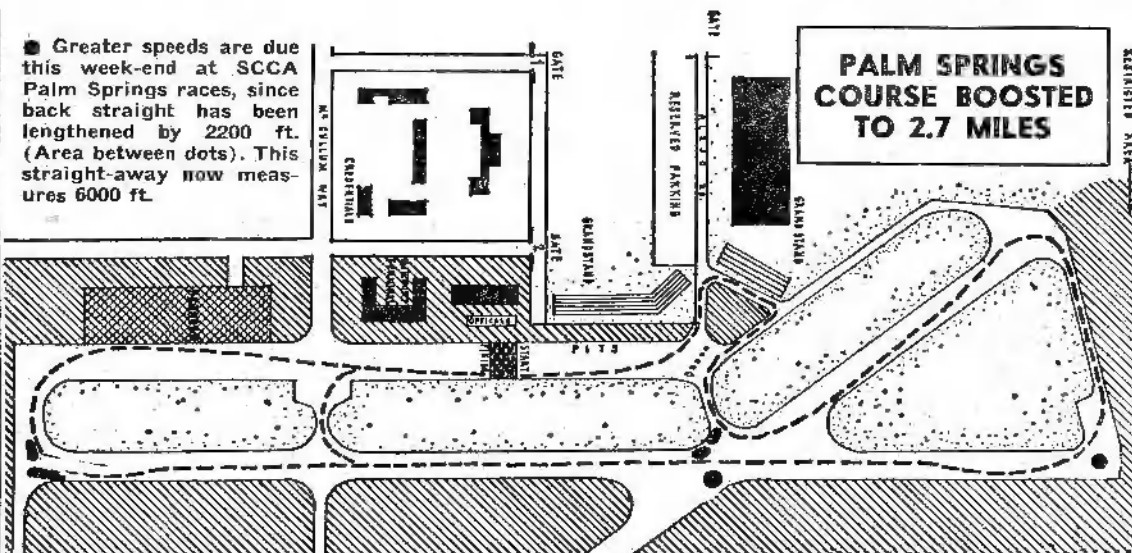
You should have seen all the people at Jack McAfee's to give the eyeball to Edgar's new \$17,500 3.5-liter Ferrari. Great, except I thought the luggage space was downright lousy . . . Everybody knows Nick Pastor is the world's largest Triumph dealer, but what they don't know is that soon he may be the world's biggest Renault vendor . . . Interesting to note at a recent Clarence Bastle (see what those martinis do, Rudy) RRR meet how the boys want nothing more than to wallop the Detroit elephants in the 100-mile international speed classic (NASCAR-sanctioned) Sunday, March 25, at Arizona State Fairgrounds in Phoenix.

Pastafazool!

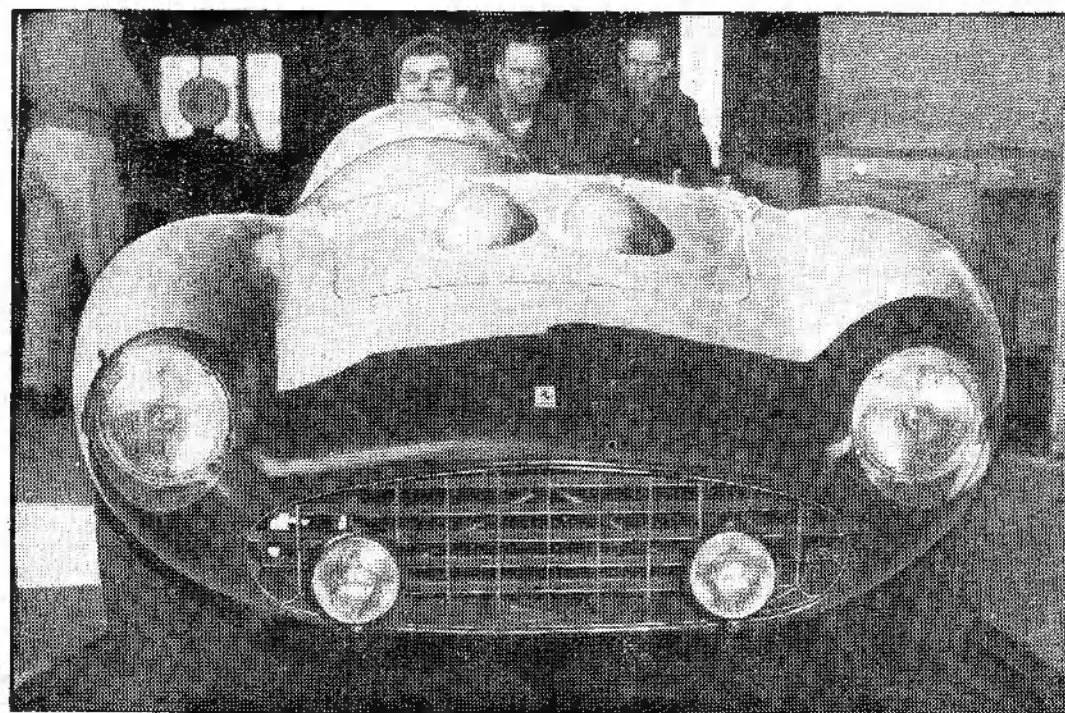
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Greater speeds are due this week-end at SCCA Palm Springs races, since back straight has been lengthened by 2200 ft. (Area between dots). This straight-away now measures 6000 ft.



PALM SPRINGS COURSE BOOSTED TO 2.7 MILES



ONE OF biggest attractions at Palm Springs races Feb. 25-26 week-end will be this latest model 3.5-liter Ferrari, flown here last week to John Edgar by American Airfreighter. It will be

driven by veteran Jack McAfee, shown behind wheel. Some details: 340 hp, 210 cu. in., 1908 lbs., 150-160 mph, 70 gals. gas capacity, heavier drive shaft and rear end than old 3.5. Cost: \$17,500.

Palm Springs Lures Aces

(Continued from Page 1)

D Jaguars and the 3-liter Maserati, providing the last-named goes.

Johnny von Neumann has entered the name of Phil Hill, Santa Monica, one of the best in the world today, to drive his Ferrari Monza.

Ernie McAfee, Beverly Hills, pilots Bill Doheny's high-octane 4.4-liter Ferrari. He'll be awfully hard to beat.

NEW 3.5 FERRARI

A lot of attention will be centered on John Edgar's new \$17,500 3.5-liter Ferrari, which arrived here last week from Modena, Italy. A refinement of the old 3.5, this one is a whopper capable of 150-60 mph.

It will be driven by Jack McAfee, Manhattan Beach, a former Palm Springs winner.

Tony Parravano has entered Carroll Shelby, Dallas, who is slated to drive the terrific 4.9-liter Ferrari. Shelby had trouble at the spa last December, when Masten Gregory won a thriller in a Maserati from Ernie McAfee. Gregory is not on hand for this one.

POTENT D JAGUAR

The potent D Jag will be much in evidence — Jerry Austin, winner of the Torrey Pines enduro, Jay Chamberlain and Ignacio Lozano in C. Hornburg's job, which finally might get going.

Another Von Neumann entry is Ken Miles in a 550 Porsche Spyder. He will be a heavy choice in the under-1500cc main.

Other top pilots and machines: Tom Bamford, 4.5 Ferrari; Temple Buell, Ferrari Monza (the one Ernie used to steer); Pearce Woods, LeMans OSCA; Johnny Porter, Walt Turner and Bill Thomas, Porsche Spys, and Bill Murphy, Buick-Kurtis.

This observer tabs Ernie McAfee for this one. He's due.

Palm Springs Race Program

Registration and safety inspection, Feb. 21, 7:30 p.m. Kraus Motor Co., 2124 E. Colorado St., Pasadena; Feb. 23, 7:30 p.m., Continental Motors, 14851 E. Whittier Blvd., Whittier.

Feb. 25, 7:30 a.m.-10:30 p.m., registration and safety inspection. Inspection by advance appointment at time of entry ONLY. 11 a.m., compulsory drivers' meeting; 11:15 a.m.-2:30 p.m., mandatory practice.

3 p.m., 1st race, 8 laps, production sedans under 1500cc; 3:25 p.m., 2nd race 6 laps, Ladies' race; 3:50 p.m., 3rd race, 6 laps, unrestricted category, including Formula III cars.

Feb. 26, 10 a.m., 4th race, 10 laps, production sports cars under 1500cc except Porsche Super & Porsche Carrera; 10:40 a.m., 5th race, 10 laps, production sports cars in class E, plus Austin-Healey and Porsche Super and Porsche Carrera; 11:20 a.m., 6th race, 3 laps veteran race cars; 12 noon, 7th race, 10 laps, production sports cars in classes B & C, plus Mercedes-Benz 300SL; 12:40 p.m., 8th race, 20 laps, modified sports cars in classes F, G & H, open to licensed drivers who have successfully competed in 3 races since Feb. 25, 1955; 1:50 p.m., 9th race, 2 laps, match race between veteran race car and modern sports car; 2:15 p.m., 10th race, 20 laps, modified cars in classes B, C, D & E, open to licensed drivers who have successfully competed in 3 races since Feb. 25, 1955. First three finishers from race 8 are eligible to compete in this race; 5:30 p.m., cocktail party at El Mirador Hotel (no host); 6 p.m., Victory dinner at El Mirador Hotel.

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Up the Straights

By Jim Mourning

IT COULD BE ADIOS FOR THE LITTLE GUYS IN RACING

RECENTLY, A NATIONAL magazine writer intimated that sports car racing is so wobbly that the automotive counterparts of Messrs. Utter and McKinley are licking their collective chops. Blame for this was dumped on wealthy sportsmen, who have it all cake and ale while the little laddies sweat over the source of their next can of Castrol. It was implied that unless something is done, the production bomb kids will pack their mitts and go home, thereby wiping out racing.

All of which falls into the battered and ancient chapeau category. Anyone who has been around since yesterday has heard the same lyrics set to a dozen different tunes.

MAZUMA HELPS

Admittedly, the lads whose pockets are heavy hung with shekels have all the best of it. They have had ever since Oog came up with many round stones and bought the fastest dinosaur. Outside of barring everyone making over \$10,000, there's nothing to be done about that.

The threat that racing will collapse if the small guys pull out is ironic in the face of a problem that has stubbornly refused to disappear despite best efforts of fanny-up sand-pilers. And it's a problem far more vital to said little guys than finances.

What few aficionados appreciate is that local club officials are nurturing ulcers trying to give the little guy — especially in production classes — any kind of a break. With 50 and 60 cars crowding the grid for a single race, they are horribly aware of the inherent peril. Their problem is to cut down the size of these fields without slipping the blade to pilots with a perfect right to race.

Several suggestions — such as entry by invitation only, a la Pebble Beach, and complete abolishment of production car racing — have been heard and promptly rejected. What, then, is the solution? Nobody knows for sure, but there are several things that enthusiasts can look for in the months to come.

Among the more important are (1) a tightening of tech inspection that will not permit an unsightly or dubiously safe car on the track, (2) an eventual regulation that will require a magniflux certificate for every competing car, (3) more rigid driver control, both in licensing and during the races, (4) the possible inclusion of an "expert" driver's license classification, with certain races open to holders of this ticket only or (5) the possible reactivation of novice races.

ADIOS, SMALL ONE

One attempt at an answer, by reshuffling classes to get three production car races instead of two, will be tried out at Palm Springs. If professional racing is the huge success that many people feel it has to be, this split of drivers and mounts will undoubtedly do much to whittle starting fields down to manageable size.

Even if a solution is found, the little guys will be little better off than they are now. Why? Leave us face it, laddies, it looks like the sport is rapidly outgrowing the individual little guys of the motoring world. And this writer will be right up at the head of the crying towel line, having raced his own production car for well over a year. But the conclusion is obvious and it's better to start making plans that conform with facts than with desires and dreams.

USAC BANS WORD 'OUTLAW'!!

(Continued from Page 1)

to USAC and compete, go back to his own group, and return to USAC without penalty.

Under the old AAA Contest Board, a driver belonging to AAA could not compete anywhere else. If he jumped to another group, he was immediately fined, or suspended or both. USAC drivers now will be allowed to compete with other sanctioning bodies, such as NASCAR, so long as that date does not interfere with a USAC race.

"The only rule we have on the matter," said Carter, "is the driver must belong to USAC."

BREAK FOR DRIVERS

"We feel that by making this decision we are allowing all drivers in the country to compete

Roy Ross, president of United Racing Association, one of the most popular and larger midget associations in the west, voiced URA's enthusiasm over the move as follows:

"The URA is very pleased with USAC's decision for open competition. This proves that USAC intends to help, rather than to simply dominate, the race picture as did AAA. This is indeed a shot in the arm for Coast racing and the speed sport as a whole.

"We won't flood the market with too much USAC-URA racing, which we intend to limit to a one-a-month spot show scheduling."

wherever they feel they have the best opportunity of making a living and without suffering any penalty."

The new ruling will also allow for the exchange of cars so long as they are within the specifications and safety requirements of USAC.

Back Issues

Back issues of MOTORACING are available at 10 cents per copy. Write to MOTO-RACING, 8826 Sunset Blvd., Los Angeles 46, Calif.

Colo. Springs Destination of Mobilgas Run

THE 1956 Mobilgas Economy Run, the automobile world's yardstick for new car performance, will go from Los Angeles to the base of Pike's Peak at Colorado Springs, Colo., March 19-22, it was announced today by Robert L. Minckler, president of the sponsoring General Petroleum Corporation.

The annual automobile performance test is designed to show the nation's motorists the gasoline mileage potential of their own cars under the same driving conditions encountered by the average traveler.

World-wide recognition of the run as a major competitive automotive event came with the recent action of the Federation Internationale de l'Automobile's Sports Commission which placed the run on the FIA's international calendar. The United States Auto Club (USAC), which has been assigned the responsibility of enforcing regulations by FIA, will directly supervise the run.

PILLSBURY IN CHARGE

A. C. Pillsbury will again be in overall charge of run for the USAC's Sports Commission.

For the first time in the six-year history of the run, two-door and four-door hardtop convertible models will be included in the field of entrants. In previous years only the standard four-door sedan was used.

Another "first" in this year's Economy Run is the number of days required of drivers to reach the destination. In past runs, only three days were allowed. But it's a four-day hop to Colorado Springs this year with three overnight stops.

The exact route will not be known until all competing cars are selected at random by USAC officials and brought under seal to the Pasadena, Calif., impound area.

NO SPECIAL PARTS

Only cars with automatic transmissions will be permitted. No special parts or non-stock devices to improve mileage are permitted by USAC technicians.

The Sweepstakes Award, the run's highest honor, will be presented to the car attaining the highest ton-miles per gallon. The ton-mile figure is determined by multiplying the gross weight of the car by miles traveled and the result divided by the total number of gallons of gasoline used.

Winners will be announced in each of five price classifications, known as low, low medium, medium, upper medium and high.

The run and its awards will be judged by the following board of stewards: Chief Steward, A. C. Pillsbury, Beverly Hills, Calif.; referee, T. E. Allen, Chicago, Ill.; steward, Earl Cooper, Atwater, Calif.; honorary referee, A. Perouse, president of the Federation Internationale de l'Automobile, Paris, France; honorary referee, Tony Hulman, president of the Indianapolis Motor Speedway, Indianapolis, Ind.; honorary steward, Ralph De Palma, Pasadena, Calif.; honorary steward, Tom Frost, Warrenton,

MORE LETTERS

PIT CREW GIFTS

Am happily subscribing to your wonderful paper — also giving gift subs to my pit crew as a partial reward for many races together. Your paper does a great job in filling the need for that type of publication. Your classified ad section is especially useful to people in the sports car field.

The gifts-to-pit-crew idea should sell some of them, too.

Paul Wenger
North Hollywood, Calif.

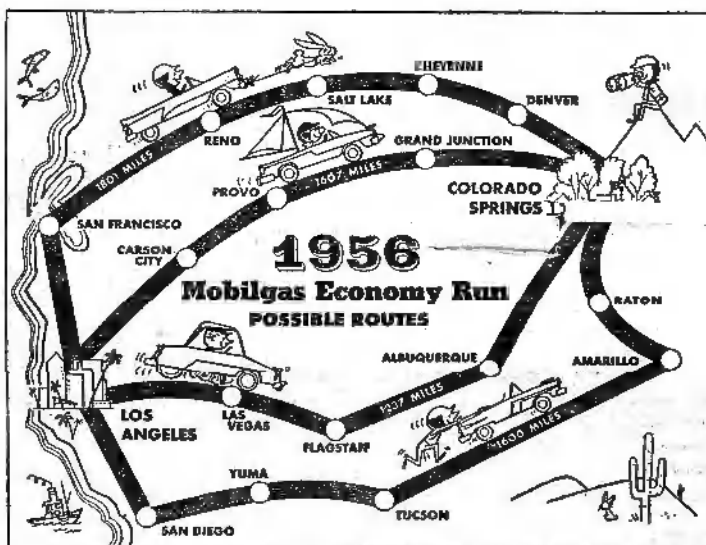
'KING OF SPORTS'

I really think you have a much-needed "sheet" for the "King of Sports." Lots of luck.

"Reg" Regelin
Los Angeles 12



FOUR GUESSES—The possible routes that the 1956 Mobilgas Economy Run could follow are the subject of interest to the public and to A. C. Pillsbury (left) regional director of the United States Auto Club; Joan Manning, women's consultant to the run; and Robert L. Minckler (right), president of General Petroleum Corporation, sponsors of the run. The run will go from Los Angeles to Colorado Springs, Colo., from March 19 to 22. The selected route will be announced later, when all entries have been impounded by USAC officials.



IT'S A DEEP, DARK SECRET! — This chart shows prospective routes leading to Pikes Peak for the 1956 Mobilgas Economy Run. The exact route will be kept secret until all competing cars have been impounded to prevent practice runs over the course. The run begins in Los Angeles on March 19 and terminates at Colorado Springs March 21.

4 ECONOMY RUN ROUTES EYED

Four Mobilgas Economy Run routes which have been under consideration are:

1. Los Angeles to Bishop, over 8000-foot Deadman's Pass on U.S. 395, through Carson City, across the Nevada Desert to Provo, Utah, on to Grand Junction, Colo., over the Rockies and the 10800-foot deep Royal Gorge and thence to Colorado Springs.
2. Los Angeles to San Francisco by the Coast, across the Sierra to Reno, on to Salt Lake City, along the Lincoln Highway to Cheyenne, then south through Denver to Colorado Springs.
3. Los Angeles to Las Vegas, across Hoover Dam, along route 66 to Albuquerque, following the Santa Fe Trail to Santa Fe, Raton, Trinidad and north to Colorado Springs.
4. Los Angeles to San Diego, east to Yuma, Ariz., then on to Tucson, Las Cruces, Amarillo and north to Raton, thence to Colorado Springs.

These are only four of many possible routes which have been surveyed. USAC officials stress that these are only indicative of the routes sought, and the final route may not follow any of these four.

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• Checkered Flag

By Art Luring
Los Angeles Times Columnist

RIGID LICENSING MIGHT LOOSEN THOSE NUTS BEHIND THE WHEEL!

RECENTLY, THIS scribe ventured the assertion that traffic is not the grim picture hysteria would have us believe.

Numerous telephone calls, a smidgin of mailed correspondence plus several personal encounters with vociferous "pros" and irate "cons" now prompt a postscript. The point your chronicler made was that the number of accidents, when viewed against the overall background canvas of vehicles in use and passenger miles accumulated, is rather minute! This, of course, does not diminish the seriousness of a problem which costs almost 40,000 lives outright per annum not to mention hundreds of thousands of injuries, minor and crippling.

MANY BLAME THOSE DETROIT ELEPHANTS

Many sports car "purists" point the finger of guilt at the fabricators of Detroit machinery. They decry poor suspension, a misplacement of weighty elements, i.e., power plants, transmissions and differentials in relation to chassis and body, inadequate brakes and cumbersome steering geometry which permits a motorist to "aim" rather than control an American-type car. This is only part of the story.

Granted that the average imported sports car is capable of being able to remain reasonably upright despite high speed cornering and can adequately halt during "panic stop" operations, the final and deciding factor lies with what is oftentimes called the nut behind the wheel.

It is your historian's conviction that the same percentage of accidents which exist today with our mushomatic ballooning-type highway pachyderms would persist were, through some miracle, every car on the open road replaced by Jags, Austin-Healeys, MG's, Lancias, Alfa Romeos, Porsches—the entire lot of the continental and British-made machinery.

ADOPTION OF GOLDEN RULE WOULD HELP

The guy or doll who has no manners, no consideration for the rights of others, will kill and be killed regardless of what kind of equipment she or he happens to be operating!

Again this pundit says: let the driver licensing procedure get as rigid as the physical-and-flight-test routine for obtaining a private pilot's license; let the life insurance companies "sock" accident-prones with high premiums predicated upon citation and accident records. And let everyone drive according to the Golden Rule. Then and only then will we be able to reduce grim statistics to an idle rumor!

BIG CORVETTE-T-BIRD DUEL LIKELY

PARTS BIN: ... A '56 Chevie Corvette recently turned 150-plus mph. And it is the intention to push the new GM hotcha to a 170 mph record. Ford is picking up the challenge with the '56 T-Bird. Of course these cars are "stock!" To date the Corvettes have racked up these sensational marks while running in a straight line. What happens if the driver has to stop or turn—h'mmmmm? ... The 6000-foot back straight on the Palm Springs layout is worrying many drivers and owners: aside from the considerable expense of installing high rear-end ratios there is the question whether valves, etc., will be able to stand the gaff. A junk dealer could pick up a pleasant profit by scavenging loose parts after each race, no? ...

Send In Your Club News

What is new among the many sports and foreign car clubs around town?

MOTORACING will continue to cover all club events possible.

Send all the dope to us — rallies, gymkhanas, meetings, banquets, etc.

Your news will be read in MOTORACING.

Astry, Stoner Snare Gardena Jalopy Races

Bob Astry captured the 30-lap jalopy main Feb. 19 at Gardena Stadium, defeating Armond Whal and Dick Barry.

Because of an accident, in which Art Atkinson smashed up his car, the race was stopped after 27 laps due to the rough condition of the track.

The previous week, Charlie Stoner, followed bumper-to-bumper by Termite Snyder, won the main event.

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Scores in British Competition:

Motor Racing With Denis Evans

By Joe Weissman

President of California Sports Car Club

THE YEAR 1930 saw the beginning of what was to be a remarkable growth of the MG Midget, and the beginning of what was to be a proud and successful racing career for two brothers and a sister.

It was in 1932 that George Eyston made the records at Montlhery at over 100 miles per hour and in the summer of 1933 did the same with his famous 750cc MG.

1932 saw Denis Evans and his brother, Kenneth, visit Abingdon and purchase a supercharged Midget to avoid having to be a passenger at flat-out speed without holding the steering wheel.

This was the period of time that the Evans brothers and sister, Doreen, with general manager, W. E. Wilkinson, helped build the Q-type MG at Donington at around 100 miles per hour, while sister, Doreen, with the R-type MG was entering the International Trophy and other features of the period.

MANY SUCCESSES

Denis Evans was to see success in the MG marque on innumerable occasions thereafter; second place March Mountain Racing, 1931, Brooklands; Award of Merit J.C.C. Members Day, MG Midget; Premier Award, Abingdon, MG Car Club, 1934; O.U.M.D.C. Best Performance, 1935; British Empire Trophy Race, 1935; Team Prize London Land End, 1935; R.A.C. Eastbourne Rally, 1935, a 1000 miles, followed by a gymkhana event



DENIS EVANS AND FEW OF HIS TROPHIES
He Won Them in British and International Competition

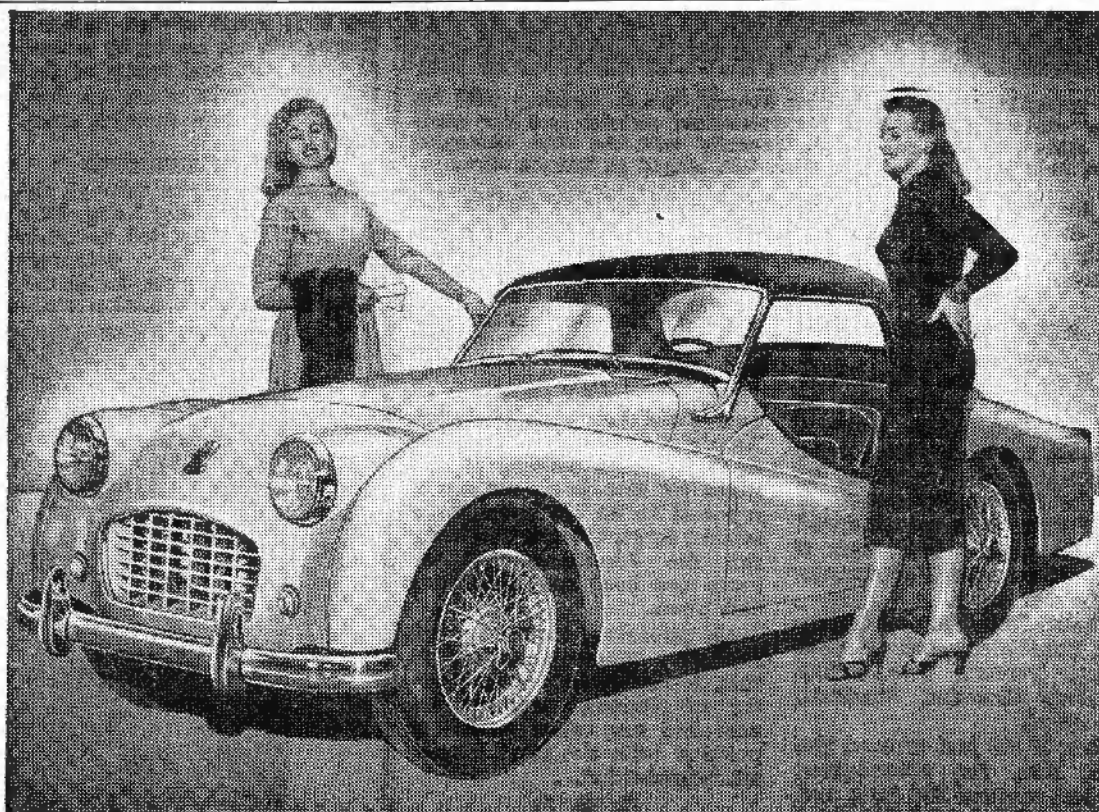
won by Denis Evans without an error; First Class Award, Brighton and Hove Motor Club, Brooklands; International Donington Grand Prix, 1936; Kent & Sussex, 1937, first 1100cc racing class, second 1500cc racing class, second 2000cc racing class.

It was during this period that the MG Car Company officially gave up racing and it was left to people like the Evanses to continue the marque in international competition.

1937, 1938 and 1939 saw MGs continue successfully in the

hands of such independent drivers. Denis, during this period was faithful to the original car which started his MG motor racing in 1932, and this period also saw this amazing car record a faster time than Von Stuck in the six-litre Auto Union.

Denis Evans has, of course, continued his interest in motor racing by acting, on various occasions, at the California Sports Car Club road races, in the official capacity of course marshal or assistant to the race chairman.



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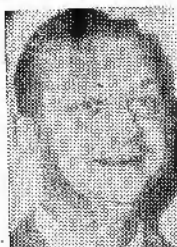
SPECIFICATIONS

ENGINE: 4 cyl. ohv, 1991 cc Displacement
HORSEPOWER: 100
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WEIGHT: 2000 pounds



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European Scene

By W. Robert Nirske

LOOKS LIKE RED-HOT SEASON BETWEEN MASERATI & FERRARI

NOW THAT the results of the first two Ferrari-Maserati contests are known, the assumption made that the coming international racing season would prove to be a most interesting one, seems substantiated.

The Argentine Grand Prix, run at Buenos Aires last Jan. 22, was won by world champion Juan Manuel Fangio at average speed of 79.4 mph. But the Ferrari victory did not prove the overwhelming superiority of the prancing horses from Modena. It also proved wrong those who suggested that Fangio could bring any machine across the finish line.

Fangio, in fact, took the car of his teammate Luigi Musso to win this first championship race of the 1956 season.

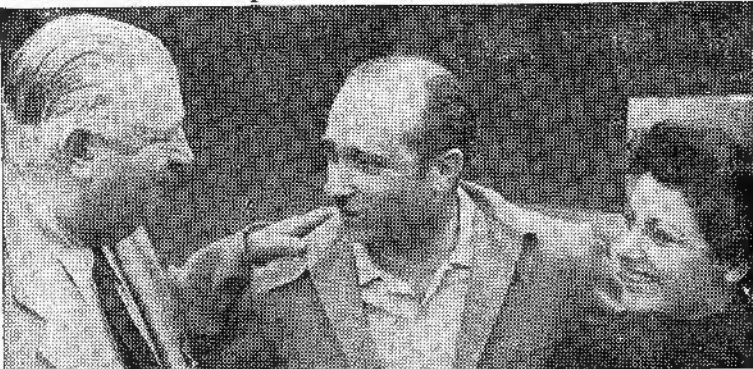
Jean Behra, driving a Maserati, was second. Mike Hawthorn, also Maserati, placed third, and Gerini drove his Maserati to fourth place. Oli-

is absent from the roster of finishers in the Grand Prix formula I race and that of Juan Manuel Fangio is absent from those in the sports car event. Fangio went out of the race in lap 89, with 17 more to go.

FERRARI VS. MASERATI

Both companies, the Scuderia Ferrari and the Officine Maserati, had made an all-out effort for the Argentina racing events. Their best drivers and fastest cars were shipped across the Atlantic and each one of the competitors hoped to gain a clear victory in the first race of the season. That neither one accomplished that goal, deprives them of an important psychological weapon. It also makes for more exciting contests to come.

Reports indicated that Maserati has been working on a



1955 WORLD CHAMPION Juan Manuel Fangio (center) with his happy wife and former boss, Mercedes-Benz director and race manager Alfred Neubauer. Fangio recently won the first champion Grand Prix of 1956, the Argentine G.P. staged at Buenos Aires.

vier Gendebien, driving a Ferrari, came home fifth, ahead of the Maserati of Uria L. Gonzales, who placed sixth.

MOSS TRIUMPHS

The following Sunday, Stirling Moss won the 1000-kilometer race for sports cars at Buenos Aires. Moss drove a Maserati, together with Carlos Menditegny of Argentina, to win the 106-lap Buenos Aires Grand Prix at a record speed of 96.05 mph. They took 6 hours, 29 minutes, 37.9 seconds for the 621 miles.

Localite Phil Hill and his co-pilot, Gendebien, placed second in their Ferrari. Jean Behra and Jose Gonzales, Maserati, were third.

When Moss had crossed the finish line, the second-place Hill had covered 104 laps, and Behra had traveled 101 laps (less 2 minutes).

In 1954 Umberto Maglioli and Giuseppe Farina had established a record at 93.69 mph for the event.

The interesting sidelight of the two races in Argentina is that the name of Stirling Moss

new eight-cylinder engine for their formula I cars. Two versions are apparently used, and with fuel injection an output of 275 horsepower has been reached. The new chassis is 154 pounds lighter than that of last year.

Ferrari, under their engineer Jano, has been testing a Lancia engine. Using two Weber carburetors, instead of the Solex of last year, output is reported to be 275 horsepower in that form. Chassis and body for the Lancia-engined car have also been modified from last year.

An important switch in the Ferrari-Maserati picture is that Nello Ugolini, race director of Ferrari, resigned his post and has taken a similar position with the rival Maserati organization.

JAG TAKES MONTE

The team of Ronald Adams and Frank Bigger, two Irishmen, won the 26th Monte Carlo rally, driving a Jaguar Mark VII. Seventy-two cars finished the 4100 kilometer (2546 miles) event. The winners drove from Glasgow, Scotland.

Giulietta Spyder In 1956 Preview

Following the enormous success of the Alfa Romeo 1900, Worldwide Imports, Inc., introduced a new model of the Italian auto at the 1956 preview, held Feb. 22 at its Sepulveda Blvd. showrooms.

The 1300cc Giulietta Spyder marks the entry of Alfa Romeo into the small car market, an entirely new field for the firm.

A new concept of sports car design, the Giulietta Spyder is a sports car with the classic Alfa Romeo line.

Other Alfa Romeo features include exceptional road holding capacity, high power at low speeds, great acceleration, high speed and a particularly effective braking system.

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Gresvick Turns Up in Hong Kong:

Chinese Coolie Races Hectic . . .

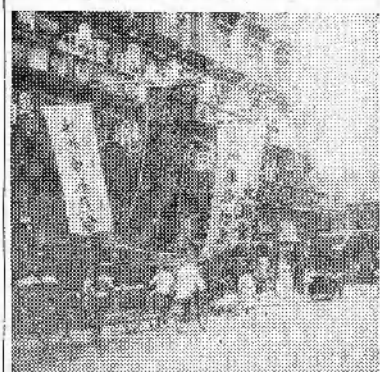
By Gresvick Von Kneissel

HONG KONG, Feb. 22.—Well, dear readers, as you undoubtedly have been apprised by now, I am vacationing in sunny Hong Kong.



G. VON KNEISSEL

The purpose of this little message is to educate you in the racing activities of the Far East, but before I begin I should like to thank the RRCC for their fine hospitality and the many courtesies extended to me, as well as their toler-



CHINESE 'SPORTS CARS'

ance of my occidental impatience and ignorance.

Those of the cosmopolitan set will undoubtedly recognize the initials RRCC as the abbreviation for the Rickshaw Racing Club of China. Rickshaw racing is a speed contest antedating sports car racing by several centuries, and many of its rules and customs are carried through to our modern auto sports.

RACE IN STREETS

The races are run through the city streets of Hong Kong. Normal traffic is diverted to other thoroughfares by volunteer course marshals from the British

Mongoose Hunting Club, all dressed in the traditional costume of pith helmet, Sam Brown belt and Bermuda shorts. The rickshaws themselves are of various marques, such as Ming-gai-rati and O-So-Ca and, pursuant to the IRF (International Rickshaw Federation) rules, are equipped with two seats, oil lantern, top, side curtains and other normal running gear.

Drivers are required to wear reinforced coolie hats and carry a parasol in case of rain. They are allowed to carry with them a small blow-pipe equipped with barbed darts. This is used to urge the coolies on to greater bursts of speed. All commands to the coolie must be made in the Mandarin dialect, China's upper class language. This latter rule is to insure that the sport is not invaded by the many lower nouveau riche who have amassed many yen selling Lipton tea to the Red Chinese.

Rickshaws are classed according to the size of the coolies pulling them. The three main classifications are Class A, coolies over 2 meters; Class B, coolies 1500 centimeters to 2 meters and Class C, coolies 1000 centimeters to 1500 centimeters.

HUFFING AND PUFFING

The rickshaws are started with the larger coolies toward the front. When the starter, a genial ever-smiling used rickshaw dealer, garbed in gaudy silk robes, drops his pennant, the rickshaws are away amidst many curses in Chinese and much huffing and puffing.

Unnecessary roughness, nerfing and running doped coolies are all causes for disqualification. In one of the races I witnessed, a driver was caught dipping his dart in benzadrine and was immediately disqualified and suspended for three races. In another race, a driver was disqualified for removing his coolie hat when nearing the winner's circle. The RRCC has a contest board made up of the five senior

members of the club. These venerable sages don their ear trumpets and get out their Ouija boards at each hearing to insure that they can both hear clearly and decide fairly.

BOOZE FOR COOLIES

Of course this sport, like sports car racing, has its heroes. Among those most prominent are Fillye Heel, So-ling-Mosse, Ma-Sun-Glegorie and El-ni-mak-Fee. They race in Class C modified (modified means rickshaws may use drilled out bamboo and balsa wood and the coolies may wear track shoes and take mild stimulants, such as caffeine and alcohol).

Rickshaw mechanics are astonishing workers and it is not



MAN (NOT HORSE) POWER

at all unusual to see them feed and water a coolie and replace both wheels in 30 or 40 seconds. The one unsightly group in the pits is usually the formula libre pits. These gentlemen race with midget coolies who are allowed to take benzadrine and are usually a scroungy looking crew. The leading men in this group are a famous bloodletting surgeon called Dr. Bak-Der and Wong of the Fox God, both of whom go like the proverbial striped ape. They both use coolies from the famous family Noor-Ton.

Many of the finest drivers, (Continued on Page 7, Col. 1)



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DAIGH SETS RECORD IN '56 T-BIRD

DAYTONA BEACH, Fla., Feb. 19.—Chuck Daigh, Long Beach, well-known sports car driver, set a new record today at NASCAR's speed trials when he boomed a topless 1956 Ford Thunderbird 92.14 mph from standing starts in two-way runs over the measured mile.

Previous record for U.S. production sports cars was 91.69 mph, set by Zora Arkus-Dunlop in a topless '56 Chevrolet Corvette here last Jan. 15. He was second fastest today with an 89.88 mph average.

European production sports car division was led by Jim Kimbly, Chicago, new president of the SCCA, averaging 88.65 mph from standing starts in a 4.4-liter Ferrari. The record is 96.10, made last year by Bill Frick, Baldwin, Long Island, in a Ferrari.

Trials continue through February 28.

CHINESE RACING

(Continued from Page 6)

such as Hen-di-Mah-Nee and Weel-Lam-Poll-Ak, race rickshaws made up of composite parts from regular street conveyances and have been very successful with these. Usually, however, machines imported from Japan, such as the O-So-Ca, and the Philippines, such as the Po Arche and the Mair-Seed-red. No prize but the first ice are awarded large porcelain dogs of Fo, engraved with the class, position and race.

WISE MEN PROFIT

All in all, this is a very fine and ancient sport well worth your consideration. If you are to be in Hong Kong in the near future, I suggest you call Mail-Ha-Flea or Mah-Sine-Fane, the club secretaries. You will find Chinese hospitality the peer of any and your enjoyment of rickshaw racing will increase with each lap. "En Plus," every penny of the gate for these races goes to the Society of the Wise Men.

Well, my infants, I will soon return to the land of the Great White Father to report further on the activities of the sports car world.

A Bientot,
Gresvick.



VICTORY PAYS OFF—Jimmy Dean, left, the late actor, knew how to race a sports car well. This is attested by trophies he earned at Palm Springs road races last spring, when he won the

first race he ever entered in Porsche Super Speedster. Making presentation is pretty Jeannie Biard, screen and television actress, and Al Papp, racing coordinator for the California Sports Car Club.



NERVOUS BEFORE A RACE

Dean Proves Standout Driver

By Gus V. Vignolle

(Third article of a series)

WHEN JIMMY DEAN, the young late great actor, won the first sports car race he ever entered — last March at Palm Springs for under-1500cc production models — he qualified to go up against the cream of the crop in that class the following day.

Actually, some of the Southern California drivers in the under-1500cc bracket have more racing savvy than the boys behind the big-bores. But they don't always command the attention, because John Q. Public often swings to the bigger Ferraris, Maseratis, Jaguars, etc.

Anyway, the temperature that spring Sunday at Palm Springs was 95, and just as hot was the 24-year-old Warner Bros. star, whose "East of Eden" performance was creating a lot of talk the width and breadth of the country (his "Rebel Without a Cause" had not yet been released).

QUALIFIES FOR MAIN

Jimmy's Saturday win with his new Porsche Super Speedster qualified him for one of the two Sunday mains over the 2.3-mile airport course.

Neophyte Dean wasn't given a chance by veteran followers of the burgeoning sport.

But he surprised them all while his studio was unaware its precious property was risking his neck flying low at high speeds on the airport's concrete runways.

Dean started in the first row of three, but around and behind him were 20 of the California Sports Car Club's most proficient throttle jockeys.

Two of them were Britisher Ken Miles and Cy Yedor, both driving potent MG Specials with a lot more steam than Dean's strictly stock German car which he had purchased only two weeks before.

MILES TAKES 1ST

It turned out that way, too. Miles was the winner. Yedor was second. That was expected. But the biggest surprise of all was the third-place finisher.

It was Jimmy Dean.

This is the way he did it: He let Miles and Yedor go about



HIS RACING SURPRISED

STEVENSON RACES FORD TO VICTORY

SAUGUS, Feb. 19. — Chuck Stevenson, Garden Grove, came back off his 200-mile NASCAR stock car victory last November at Willow Springs to win today's 100-lap USAC-sanctioned late model stocker at Bonelli Stadium.

Some 12,000 fans saw him drive a 1956 Ford to a seven-second win over Johnny Mantz, Duarte, also in a '56 Ford. The 36-year-old 1952 National AAA champion boomed into the lead on the 14th lap around the one-third mile paved track.

He trailed Don Freeland and Troy Ruttman in the early going. Ruttman, former Indy winner, driving a '56 Chevrolet, finished third, but was disqualified and placed last.

The bounce came when Jim Rush, owner of the car, prevented officials from inspecting it after the race.

Stevenson's time was 38:29.92. He collected about \$1750 from a \$7055 drivers' pool. Reported gate was \$20,679.

Summary:

100-LAP MAIN EVENT. 1. Chuck Stevenson (1956 Ford, from 3rd starting position); 2. Johnny Mantz (1956 Ford, from 5th); 3. Troy Ruttman (1956 Chevrolet, from 1st); 4. Johnny Tolan (1956 Chevrolet, from 4th); 5. Scotty Cain (1956 Ford, from 9th); 6. Fred Steinbroner (1955 Chevrolet from 6th); 7. Tony Bettenhausen (1956 Dodge, from 7th); 8. George Amick (1964 Mercury from 10th); 9. Walt Faulkner (1956 Pontiac, from 12th); 10. Johnnie Parsons (1956 Ford, from 14th); 11. Dempsey Wilson (1956 Chevrolet, from 11th); 12. Jack Silva (1955 Mercury, from 13th); 13. Jimmy Reece (1956 Ford, from 8th); 14. Johnny Wood (1955 Ford, from 17th); 15. Jim Gilchrist (1955 Ford, from 18th); 16. Don Freeland (1956 Ford, from 2nd). 38:29.92.

Disqualified.

FAST QUALIFYING TIME—1. Ruttman (1956 Chevrolet), 22.37.

THREE-LAP TROPHY DASH — 1. Tolan; 2. Ruttman; 3. Freeland; 4. Stevenson, 1:11.27.

10-LAP QUALIFYING HEATS — First heat: 1. Reece; 2. Steinbroner; 3. Mantz; 4. Tolan, 3:49.03. Second heat: 1. Parsons; 2. Silva; 3. Amick; 4. Wilson, 4:06.39. Third heat: 1. Freeland; 2. Bettenhausen; 3. Danny Hawk; 4. Faulkner, 4:52.91.

Last Rites Held for Gordon, Racer Builder

Funeral services were held last week for Sylvan Gordon, 48, Los Angeles race car builder and veteran crew member of the 500-mile Indianapolis pits, who died at Sawtelle Veterans Hospital after a lingering illness.

He is survived by his wife, Dorothy, and son, Bobby, 21.

FREE! WHILE THEY LAST!



AFTER some 50 years in racing, AAA (American Automobile Association) has pulled out, succeeded by United States Auto Club, which on Jan. 1 took over for the AAA Contest Board as the governing body of the sport.

Last AAA-sanctioned National Championship race was a 100-miler last Nov. 6 in Phoenix. The souvenir program for that race has become a collector's item.

True racing fans will want a copy of that program — the AAA's last sanctioned race.

MOTORACING will send free a copy of that Swan Song race program to all new subscribers. Just fill out the handy subscription order form on page 3 and request the program. Don't delay—do it TODAY. Supply is limited.

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PROS DRIVE AT WILLOW SPRINGS

(Continued from Page 1)

events in his class at Torrey Pines, Palm Springs and elsewhere. Darwin Maxson races, a Mercedes 300SL and a 2-litre Italian Grand Prix Maserati. Ralph Phillips, tools an MG Special, as does Joe Playan. Jack Furcho wheels a stock Jaguar MC120. Whitey Theusen drives an Offy Special. Jacques Bellesiles tries for top money with his speedy Mercury - powered home - built sportster. Don Driscoll guns a similar type auto.

Supporting the one-hour feature will be a 45-minute contest for under 1500ccs; and four 20-minute scrambles for various classes of stock and modified sports cars. The drivers will be fighting it out for cash instead

their battle around the 12-turn course. Cooly, calmly and collected, the white-helmeted Dean kept his piercing eyes straight ahead.

His sound strategy was perfect. He let the two vets fight it out while he maintained an even-keel speed.

At the end of one hour of racing, the checkered flag came down for Miles, Yedor and Dean in that order.

For a technical infraction, Miles later was disqualified, giving Yedor the nod and earning Jimmy the second-place trophy.

(The next installment tells of Dean's only other race, at Bakersfield last May, before the highway accident that ended his life five months later. Watch for it in MOTORACING.)

of the usual trophies, according to Promoter Bill White.

About 70 speedsters will race on the tricky up-hill and down-hill course.

NEW DIRECTOR

Frank L. King, president of California Bank, has been elected a new director of the Automobile Club of Southern California. Norman P. Thompson was named executive vice-president after 32 years of service with the 440,000-member club. Standish L. Mitchell continues as secretary-general manager.

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Tactics in Racing (Part 3):

Racer's Dilemma- Stock or Modified

Or

Into the Furnace with Shadrach, Mesach and Abnegvignolle

By Henry N. Manney, III

REGARDLESS OF WHAT anyone else will tell you, there are two kinds of racing embodied in this sport of ours and I don't mean stock and modified.



Henry N. Manney, III
Good Food & Stogie

What I do mean is cheating and non-cheating. Having got that little message off my pancreas, I will now endeavor to delineate the patterns of the stock and modified categories for the guidance of the would-be-charger.

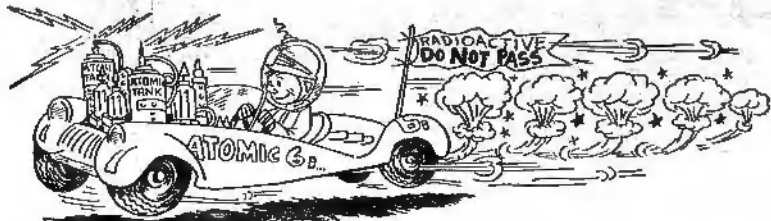
A million people must have asked me whether they should race stock in preference to modified when they start in. Not only that, they have some idea that stock racing is cheaper, safer, slower and more trophy-producing. In addition, they have an illusion that socially they are higher on the pecking order with a stock Gazoom Six racing with their honorable amateur chums than they would be with one of those greasy old specials run by that crowd from the garage. Leave me disassociate you from that notion . . . about the only people who pray

is not a better training ground for the novice driver. The key to this question is the word "relative." If everybody goes fast together, sheer speed means nothing . . . practically any competent driver can go quickly down the straight by himself and take a neat line through the turn in a fast special but can he do it with three determined companions in his pocket? The production races are good training for the novice driver but not because of any alleged slowness.

"What about trophies? In the stock classes the Kimberlys and Cunninghams can't waltz off with all the tin." So let's examine the situation more closely. Who wins the stock classes, anyway? The same three or four guys, generally, who are always at the top and who are either (1) entered by a dealer or distributor and driving a "works" car, (2) sponsored by a D. or D. and enjoying advantages above those of average Joe Glurtz, (3) driving for some wealthy individual who doesn't mind replacing all the innards if the redline should be surpassed.

EGO AND DINERO

Then last but not least there is the question of honor. When cars are so closely matched,



that pitch now are the mouth-breathers with scarves inside their shirts and funny hats that infest the pits. But we digress . . .

CUESTA LO MISMO

As anyone who has raced a stock MG, Jag, or Porsche will tell you, it costs no less and sometimes more than the modified equivalent. If you are hurrying, the tires wear out just as fast. Long straights in the hot sun may overtax the standard valves or cooling system, and standard shocks or brake lining may let you down in a long race and result in non-standard modifications to the bodywork.

Your brakes wear out quicker because they are insufficiently vented and your engine may fail because of poor carburetion or breathing.

But stock races are safer, you say? Talk to any one of the flagmen who stand on the fast corners at our events and ask them which they think are the "burying" races. The cars are comparatively so well matched that they come through fender to fender three and four abreast striving for the least advantage. One little bobble and it's Katey-bar-the-door. By comparison, in the modied events the fast ones are fast and the slow ones are slow and there is not too much bumping and boring in the bends.

GOOD TRAINING

The query next is heard whether the production race, because of its relative slowness,

drivers (for their ego) and dealers (for their pocketbook) feel the pinch and seek little ways to go faster. Some learn to drive and other cheat. This last policy has been followed so enthusiastically that sometimes it is mistaken for real talent. The worst thing about cutting corners, though, is that it tends to discourage the rank and file who are honest. My advice to them is to be patient for the day of reckoning is nigh.

However, in my opinion cleaner and safer racing is to be had in the modified classes. There is none of that attitude of mutual distrust between members of a class and awe is your only emotion if one sucks your goggles off down the back straight. You can go as fast or as slowly (within reason) as you want and explain it all away by saying you are trying your own wacky theories of tuning and/or chassis design.

PORTER'S SOIRÉE

You can have a lot more interesting racing by having a nine-carburetor manifold on your DKW and grind your own cams at Johnny Porter's cocktail party, using the olives as a lobe pattern. And best of all, if you pick your class right and wait for the breaks, you can collect a tableful of thirds, seconds, and if somebody forgets to fill the radiator completely on that Monza, maybe even a first. So you aren't brave . . . isn't it better to be ninth in your class than forty-ninth?

Sports Cars Face Detroit 'Elephants'

PHOENIX, Feb. 22 — Foreign sports cars clash with American-built passenger autos in a 100-mile International Speed Classic slated here at the Arizona State Fairgrounds Sunday, March 25.

A special course includes the regular one-mile dirt oval, plus the inner 1/2-mile paved track. Professional sports cars and drivers are being furnished by Road Racing Register, Inc., and will highlight such foreign machinery as Mercedes, Jaguars, Austin-Healeys, OSCAs, Triumphs and MG's along with some home-built hybrids. The latter include individually-designed autos using Mercury, Buick and other U.S. engines.

NASCAR is sanctioning the affair for Promoter Ernie Mohamed, who is posting a guaranteed purse of \$4000. Mohamed expects late model Pontiacs, Dodges, Plymouths, Fords and other U.S. cars to see action.

Entry blanks may be secured from Mohamed's office, 2620 S. 24th St., Phoenix; or Road Racing Register, 11740 Long Beach Blvd., Lynwood, Calif.

NEW PLANT

Champion Spark Plugs is soon to build a new plant in Burlington, Ia.



Rallye Roundup

By Buzz De Bardas

OLD IDIOT TYPE WHO KEEPS
ON YOUR BUMPER IN RALLYE

WELL, THIS is the issue for odds, ends and tricks, and I guess that someone has to write about the most exasperating and frustrating experience that can occur on a rallye.

On Santa Monica's recent Rallye Finale, I had the misfortune of having a real "idiot" follow me out of a check point. (He, too, was on the rallye.) This character sat on my back bumper for at least 30 miles while our speeds ranged from 3 mph to almost an unreasonable speed for a new modified Jag.

Now, there are many factors that must be considered with just such a pest as this—(1) he doesn't have the slightest idea of what he is doing and, in his great fear of getting lost, will follow anyone; (2) at a distance of three feet and at this speed this pest can kill you.

Now, there is a solution to ridding yourself of this insect. First, there is the psychological answer—allow a blank sheet of paper to blow out of the car, and then, a few miles

further down the road, flag the pest down. Ask if you can borrow his instructions as you can't find your own, or tell him that you have hit the wrong button on your watch and can he give you the correct time, or advise him that your speedometer just broke and can you follow him.

Then there is the physical method that works well at night—pick up about a 10th of a mile or so and turn down the first wrong road that you can find. As soon as you turn, kill your lights and pull far off the road. Old idiot will come booming past within two seconds, looking all over for you. As soon as he is gone, turn around and return to the correct road.

Remember, though, you may subtract the mileage picked up while off the main road although you must leave your watch running and all the time you accrue must be made up.

Last, but not least, if nothing else works, and if you are really mad, and if you have a spare tire iron—well!!!



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Automotive Tech Talk:

• The Rear-Engined Car

By Roger Barlow
(This is the first of a series.)

FOR YEARS the average motorist has been quite convinced that the automobile of the future would unquestionably be designed with the engine in the rear and that only some sort of Detroit dirty work prevented Mr. Tucker from building his rear-engined car which would have rendered obsolete all other designs!

Not so, my friend. The only Tucker I drove was such a bad handling and poorly designed car that it could never have been a saleable piece of merchandise.

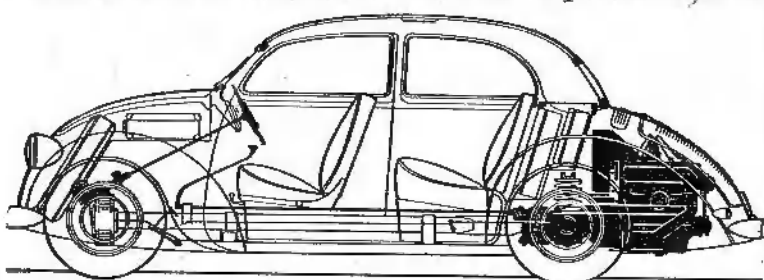
The plain unvarnished truth of the matter is that it is exceedingly difficult to design a satisfactory rear-engined motor car. A number of efforts have been made over the years, by large and small firms, by designers of

neers to justify a rear position for the engine.

During the period of the most rapid development of the newly-born motor car (1898-1912) there were divergent views on the matter of final drive (chains vs. shaft), clutches (cone, disc, multiple disc, wet, dry, etc.), numbers of cylinders, 2, 3, 4, 6, 8, suspensions (coil, leaf spring, transverse, quarter elliptical, etc.) In fact, during this period there seemed to be agreement on only one matter—the engine belonged in the front!

GERMAN STARTED IT

In 1915 it appears that Dr. Rumpler, a German aeronautical engineer, began design work on a streamlined, unconventional, vehicle to be powered with an



TYPE 170 H MERCEDES-BENZ 1934 DESIGN.

all caliber, and these facts seem to have emerged:

1. The large "American" type of family car is not suitable for rear-engine placement.
2. Objectionable over-steer is a very serious problem to be overcome with all rear-engined cars.
3. The only successful rear-engined cars are those with a very short wheel base and the lightest possible engine, such as Volkswagen, Renault and Fiat.
4. The main advantage in the use of a rear-engine is the use of a rear-wheel drive.

TOP MAY ALSO BE CITED

Before considering the advantages and disadvantages of the rear-engined design let us look back over the years and see what we can of the history of engine placement in the motor car chassis.

In the earliest days of the motor car (1885-1895) virtually all designers placed their crude 1 or 2 cylinder engines at the rear of the chassis—either over the back axle or just in front of it. It is interesting to note that as soon as 4-cylinder engines came into being the engine was moved forward into the position that became accepted as the logical one by most engineers and manufacturers for the next 50 years. There seems to have been no effort by any of the early engi-

engine placed just ahead of the rear axle. It is doubtful that a car of this type was constructed until a few years after the end of World War I.

Whether this Rumpler car, the first rear-engined design in the modern phase of the motor car, was any advance over contemporary front-engined cars is hard to determine at this late date. However, Rumpler's design probably influenced the Benz engineering department which, by 1922, had a rear-engined racing car running in Grand Prix events; placing fourth and fifth in the Grand Prix of Europe in 1923.

MERCEDES FOLLOWS

However, the first important rear-engined production car was, I believe, the Mercedes 130 introduced in 1932 or '33. Later, this was replaced by the larger 170 model. These were true rear-engined models rather than center engined types like the Rumpler or the racing Benz. The engine actually was behind the back axle center, leaving the major part of the chassis between the axles for seating space. However, these cars, despite their advanced design (including independent suspension for all four wheels), traditional Mercedes-Benz quality and excellent riding characteristics, were not successful. The reason generally given is that the excessive weight at the rear of the car (while contributing to the comfortable ride) made this Mercedes a rather dangerous car on corners and in the wet.

AFTER PORSCHE

It is most interesting that this model was produced by Mercedes-Benz after the departure of the great Ferdinand Porsche, who had designed most of the Mercedes cars during the years 1923-'28, including the famed SS and SSK types. I think that these early rear-engined Mercedes-Benz models must unquestionably be credited to Fritz Nallinger and Hans Nibel, who also designed the M-B independent suspension and the large diameter tubular chassis which were in production by the Stuttgart firm for the next 20 years.

(To be continued)

Back Issues

Back issues of MOTORACING are available at 10 cents per copy. Write to MOTORACING, 3826 Sunset Blvd., Los Angeles 46, Calif.

PEACHES CROSBY
Knows All the Answers'Peaches' Crosby
Quiz Victor

GENTLEMEN, hang your head in shame. The play-offs in MOTORACING'S photo identification contest have been completed and top laurels went to a girl—Peaches Crosby of North Hollywood.

Peaches walks off with the subscription to MOTORACING and the steak dinner for two at Blarney Castle for being first in with the correct identification of (1) TV personalities Jackson Wheeler and Bill Leyden, (2) car owner Al Hosking, (3) driver Pearce Woods and (4) a Renault.

Peaches, who is the wife of noted sports car enthusiast Jack Crosby, will also have the opportunity of getting a model of the Triumph, since she qualified during the final week, but failed to win the preliminary quiz.

Incidentally, of all the entries received up to press time, Peaches was the only one to identify all the pictures correctly.

SHARPEN UP

California's Department of Motor Vehicles reports 23.45 per cent of driver license applicants failed to make the grade last year.

FORMULA III RACING

By Mike Siakookes

HARRY MORROW, Stuart Dane and Bruce Kessler went to Willow Springs the other day to try out their equipment. They managed to chalk up some very good practice laps and had a good time in the bargain. Practice of this sort is a valuable and necessary aid in discovering the hidden bugs of any type of racing.



MIKE SIAKOOKES

Duane Fuerhelm was hard at work on his homebuilt in which he has just installed a fresh engine. Preparations are well underway for the Palm Springs races. If the boys up north can make it down here, (and it is devoutly to be wished), Saturday's Formula III race will be worth watching. It may be that the homebuilt will outnumber the factorybuilt.

Walt Korft is also busy working on his Spl. He designed and is now about finished machining a gear box that is of constant speed type. He is using V belts very similar to those used in the McCulloch supercharger.

MIKE SURPRISED

While Dane was building his car, I was a frequent visitor to his garage. When he showed me the .030 wall tubing he intended to use for the frame, I thought in disapproval that it would never hold up. I was shocked even further when he mounted his engine, trans and differential in rubber, as this was against 500 practice. I was certain that it would fall apart then. But I am ready now to admit I was wrong and that I still have lots to learn. For after all last season's running at the various race courses and a few hard encounters with even harder objects and more than one nasty drop from the trailer, he found only a few very small cracks in the frame. The

car is practically vibrationless because of the rubber engine mounts.

So if you are a prospective Spl. builder, take a tip from Stu. It might be against normal 500cc theory, but it works and well indeed. Ask Stu to show you his trophy for being the winner last year of the homebuilt award. He is well on his way to capturing that same award this year, too.

MORE HOMEBUILTS

A gradual increase in the number of homebuilt in production is a good indication of the growing interest and enthusiasm for building cars in the backyard. One good reason for this is the genuine willingness of the more experienced builders in lending their advice and a helping hand as well as their material and equipment if necessary to anyone who is really interested enough to want it.

The last paragraph in this article is not just an afterthought.

It has been found that all fuel or oil fitting ends should not be over two inches long. Then when tygon plastic line is pushed over them, the concentration point of vibration is almost eliminated. Dr. Leon Becker has proven this, since he does not have a metal fuel or oil line over two inches long on his entire car and the results have been very satisfactory.

For further information regarding the 500cc Club, Inc., please contact the 500cc Club of America, Inc., 2708 West Magnolia Blvd., Burbank, Calif.



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DRAG RACING RESULTS

SANTA ANA—FEB. 12
 Roadster, A. F/H, Howard Blevins, Merc., 109.89; D. B. Sanders-Cox, Merc., 128.20.
 Lt. Cp.—Potzrehle, Merc., 110.50.
 Heavy Cp., Hart's Texaco, Olds, 115.62.
 Lt. Gas F/H—Glen Ward, Merc., 100.
 Lt. Gas O/H—Tom Janot, Olds., 100.90.
 Heavy Gas F/H—Chuck Bennett, Merc., 106.38.
 Heavy Gas O/H—Joe Pisano, Cad., 101.20.
 Strip Gas F/H—Harrell Eng., Merc., 113.63.
 Strip Gas O/H—Hart-McCandless, Chry., 124.84.
 Post War F/H—Neil Kibler, Ford, 98.03.
 Post War O/H—Geo. Hanvey, Chev., 99.00.
 Open F/H—Coles-Erdmann, Merc., 111.11.
 Open O/H—Borsch-Harrell, Chry., 123.45.
 Gas Rail—Manuel Coelho, Twin Merc., 132.45.
 Sport Small—Frank Aldous, Renault, 64.10.
 Sport Mod.—Jim Chelson, Healey, 85.47.
 Sport Big—Dave MacDonald, Corvette, 92.59.
 Sport Mod.—Chuck Porter, Doretti Buick, 107.52.
 30-50 Gas Cycle—Ken Stoggs, Tri., 98.03.
 30-50, Fuel—C. E. May, Tri., 101.01.
 40 Gas—Russell Cook, Tri., 96.15.
 40 Fuel—Andre Gessner, T.E., Tri., 107.52.
 61 Gas—Shorty Harman, Harley, 104.16.
 A Stock—Jim Ownbey, 49 Chev., 69.93.
 E Stock—Tim Bird, 50 Olds, 75.18.
 C Stock—Pete Simpson, 56 Buick, 86.06.
 C—Ap Stock—Larry Nees, 56 Chev., 83.33.
 E Stock—Ernie Porter, 50 Ford—Olds, 93.74.
 F Stock—Kordes-Michels, 39 Chev., 94.33.
 Special Stock Class—Frank Darling, 56 Golden Hawk, 90.09.
 *—Denotes record.

POMONA VALLEY TIMING ASSN.

Feb. 11-12
 Gas Classes, Coupe, Sedan—A. Richard Bourgeois, Ford, 97.40; B. Cooper Wayland, Olds, 102.78; C. Spaulding Cam Spl., Chev. V-8, 96; D. De-Win-Spaulding Cam Spl., Chev. 6, 93.65.
 Altered, Coupe/Sedan—A. Waterworth & Morris, Merc., 110.97; B. Sandoval & Brakebill, Merc., 107.39.
 Street Roadsters—A. Hess & Winslow, Blown Merc., 106.78; B. Hildebrandt Mfg. Co., Chrys., 110.49; C. Spaulding Cam Spl., Chev. 6, 100.48.
 Roadsters—A. Zan Olson, Merc., 100; B. Dick George, Olds, 101.98.
 Open Gas—A. Voight Automotive, Chrys., 130.50.
 Fuel Classes, Coupe-Sedan—A. Jerry Welton, DeSoto, 112.52; B. Vincent Garcia, Merc., 105; C. Harvey Jackson, Chev. 6, 103.75.
 Comp. Coupe-Sedan—A. Jim Nelson, Merc., 129; B. Frank "Ike" Dacomo, GMC, 124.28; C. Forester & Sefton, Merc., 108.48; Four Barrel—Gus Sherman, Ford, 89.79.
 Hot Roadsters—A. Roger Stinson, Merc., 105.42; B. C. O. Prather, Chev. 6, 113.
 Mod. Roadsters—B. "Cruisers," Ardu-Merc., 125.30.
 Dragsters—A. Ollie Morris, Chev. V-8, 131.88.
 Stocks—A. Len Kennedy, 58 Buick, 86.04; C. Truman Tarlton, 50 Olds, 78.92; D. Dan Webster, 54 Chev., 76.27.
 Sports Car—A. Sparks & Bonney Auto, Merc. Spl., 97.29; B. Earnest Horner, Crosley, 82.74.
 Cycles, Gas—A. "8 Ball," Tri., 101.39; B. Dick Newell, BSA, 108; C. Auger-Martiz, Vin., 112.
 Fuel—A. Richards & Johnson, Tri., 114.79; B. Richards & Johnson, Tri., 118.96; C. Duncan-Auger-Martiz, Vin., 132.
 Top Eliminator—Voight Automotive, Chrys., 130.66.
 Top Time—Duncan-Auger-Martiz, Vin., 132.
 *—Denotes record.

SANTA ANA—FEB. 19

Roadsters: A. Howard Blevins, 105.26; B. Kenny Lendley, 136.98. Fuel Class: Light Coupe—Tom and Jack, 107.52. Heavy Coupe—Anthony Yomira, 105.26. Strip Coupe—Sandoval and Brake, 108.69. Gas Class—Light FH—Rurup and Lemke, 100. Light OH—Hart's Texaco, 102.04. Heavy FH—Harry Yamato, 94.34. Heavy OH—Jack Schuring, 90.90. Strip FH—Ken Ellis, 112.35. Postwar OH—Tom Ritchey, 87.71. Postwar FH—Neal Kibler, 95.23. Open Gas—Jarrett, 106.36. Gas Rail—Sanders, Cox and Pierce, 120.48. Four Banger—Corcoran and Hale, 105.50. Sports Car: Small—Clark Shaw, 64.10. Sports Car: Medium—Dick Scharter, 81.30. Sports Car: Big—Dave McDonald, 88.49. Sports Car: Modified—Max Balchowsky, 106.56. Cycles: 30-50 Gas—Ken Stagg and Cary, 103.09. 40 Gas—Gary Milbinger, 104.16. 40 Fuel—Andre Gessner, 107.52. 61 Gas—Shorty Harmon, 104.16. Stock Class: A—Under protest. B—Ed Getrost, 72.99; C—Hart's Texaco, 84.95. CA—George Andery, 82.64. D—Bill Kennedy, 85.45. E—Ted Hackson, 87.71. F—Maciles Garage, 92.59. G—Ed Oliver, 87.71.

POMONA VALLEY TIMING ASSN.

Feb. 19
 Stocks—B. Bill Shobe, 55 Olds, 81.63; C. Randall Perry, 52 Olds, 79.25; D. Philip Riepe, 37 La Salle, 72.50.
 Gas Coupes & Sedans—A. Michael Bao, Ford, 84; B. Jim Hurley, Ford, 94.74; C. John Haagsma, Olds, 90; D. "Hy" Joseph, Chev. V-8, 88.06.
 Fuel Coupes & Sedans—B. Vincent Garcia, Merc., 104; C. Pat Witas, Buick, 80.
 Altered Coupes & Sedans—B. Chevrolet & England, Merc., 102.27.
 Competition Coupes & Sedans—A. Mark VII, Merc., 121; B. Grohs Texaco Spl., Merc., 107.65; C. Collins & Johnson, Ford, 106.80.
 Street Roadster—C. Pfost Boys, GMC, 88.
 Roadster—B. Jim Helmuth, Merc., 93.
 Hot Roadster—A. Teresa, Read & Amende, Blown DeSoto, 129.68; B. Paul & Groves, Merc., 105.
 Modified Roadster—A. Caughlin, Henson & Nicholson, Merc., 116.50.
 Gas Cycles—A. Richards & Johnson, Tri., 105.26; B. Roy Bufanda, Tri., 103; C. Chuck Arri, HD, 82.79.
 Fuel Cycle—A. Mike Ward, Tri., 106.69.
 Sports Car—A. Jim Pitts, Corvette, 89.37.
 Top Eliminator—Mark VII, Merc., 120.32, 11:42 sec.
 Best Time of the Day—Teresa, Read & Amende, Blown DeSoto, 129.68.
 *—Denotes record.

The A Gas Coupe & Sedan record was broken by the D & J Automotive Special at 104.16 mph.

Sweikert Enters Indy 500-mile Speed Classic

INDIANAPOLIS, Feb. 22—Bob Sweikert, AAA national auto racing champion last year, was nominated today to drive a new car in the 500-mile race here May 30.

Sweikert was the first driver ever to win the quarter-million dollar Indianapolis race, the national title and the Midwest sprint crown in one season.

Pro Racing Must Wait, Says Miles

(Continued from Page 1)
 the large newspapers who assume complete financial responsibility, whilst turning over the entire control of the race to the organizing club and any profits to charity.

In this country, there is as yet no organization that can lay down the law and enforce it, and the get-rich-quick promoter is only too quick to take advantage of this fact. The first question is "How much money did they make?"

Fortunately, the FIA is currently turning a blind eye to the activities of American drivers in races sponsored in America by a recognized club. If they recognize a national sanctioned body in America which, unlike AAA, will take an active interest in sports car racing, then this happy state of affairs must inevitably change, and drivers wishing to race outside the USA will race in FIA sanctioned races only—or not at all.

CAN'T PAY MONEY

Secondly, we have the problem of the SCCA. No sports car club is going to encourage its members to do something which will result in their being barred from such SCCA events as Pebble Beach. Because of the way most of the SCCA races are set up, a charity being the recipient of all the profits in exchange for their influence in helping to obtain the use of the course, the SCCA is certainly not in a position to pay prize money.

And what of the Los Angeles Region of the SCCA, which has consistently suffered financial catastrophe with its races? Will it go along with the proposal to pay prize money?

There would have to be a change of policy by the SCCA, which would have to either win recognition by the FIA for itself

which is extremely unlikely, or recognize the authority of some American National sanctioning body, such as USAC. After all, in America the SCCA and CSCC promote at the present all the sports car road races with the exception of Sebring, which is run under direct FIA sanction.

FIA IS STRICT

A driver who takes part in a race sponsored by some other body could find himself in a position where he could not race with the American sports car clubs, neither could he run in any other race in the world, since the FIA is extremely strict about drivers competing in races not sanctioned by itself. We have heard a great deal about the clubs being now in a position to afford to pay prize money. Are they?

This past year the CSCC made a nice little profit on the management, good luck with the weather, magnificent support from its members and satisfactory contracts with the various local entities, but its current bank balance would be rapidly converted to a deficit by two unlucky races. Furthermore, without a sufficient bank balance to finance the races the club would be forced to approach the small-time promoter, such as Bill White or George Cary, for sponsorship, with the net result that the club members would be working for free to line the pockets of the promoter.

Another major problem is the shortage of courses. In this country we depend too much on the good offices of the various civic bodies for the use of the courses on which we race. If the club is to pay prize money, it cannot at the same time turn over a large share of the profits to the civic bodies and would be unable to obtain the use of the course.

We know from practical experience that a course is only good for two major events of one type a year, and with real estate at its present high price, few people will make the investment required to pave a permanent course for the return they can expect. Yet we need permanent low cost installation so that we can stage low-cost club events for our club members.

How would the drivers be affected? In order to be able to guarantee prize money, the promoter must guarantee a good gate, so he will tend to concentrate on the type of event which has the greatest spectator appeal. The weekend of racing, with 10 or 15 races for every type of car spread over Saturday and Sunday, with over 200 club members competing, would have to go, and would be replaced by one or two very short races, "curtain raisers," followed by one feature event.

Since most of our courses are, strictly speaking, safe for only about 25 cars at a time, some 100 club members would be deprived of a chance to race.

The crowd loves a "Big Name," and to draw the crowds the big name would always have priority of entry, whilst the others would be lucky if their entry was accepted for more than one race a year, just to make up the numbers.

STOCK PILOTS OUT

The stock MG driver, the stock Jag driver and the small sedan owners who complain even now of not getting enough racing would be out.

To attract the big names, most of the prize money would go to the first three places in the feature event, the others having to be content with

larks starting money. If the prize money were worth while and if the tax write off were practical, then the Parravans, the Dohernys and Edgars would really make an effort to win, and the wealthy owners with the latest equipment and the highest salaried driver would reign supreme to the eventual exclusion of the ordinary club members.

HAVE TO WAIT

To sum up, professional sports car racing in America has to wait for a number of things. Firstly, a strong nation-wide governing body capable of controlling the sport and its drivers in cooperation with FIA. Possibly the USAC may turn out to be this body. Secondly, a good number of courses which can be used without having to turn over the bulk of the profits to either a civic body or a promoter, and thirdly, the backing of a wealthy club or some influential body such as newspaper, and last but not least, some clear thinking on the part of the National officers of SCCA.

Snappy '56 Previews

(See Photos on Cover Page)

DKW

High praise was voiced by the public, press, officials of the German Consulate and other notables attending a preview of the 1956 DKW at the Pasadena showrooms of Peter Satori, Western U.S. importer and distributor, last Feb. 15.

Consensus was that the improved 1956 German Auto Union product should do more than well in the U.S. market.

The bus model drew raves as just the thing for family trips and outings. And for the first time Auto Union is showing a DKW Three-Six saloon with four doors.

Performance of the three-cylinder, two-cycle engine has been increased by 12 per cent, from 38 to 42 bhp. Satori pointed out there is no increase in fuel consumption, approximately 36 mpg.

The snappy body design met with approval of all who crowded the showrooms.

This auto has scored sports successes, winning the 1954 European championship for production touring cars.

Mohamed to Build Arizona Race Track

PHOENIX, Ariz., Feb. 22.—Auto-race promoter Ernie Mohamed announced today he will build a speedway having a one and one-half mile asphalt banked track. A smaller quarter-mile track will use part of the big track's straightaway.

An aviation enthusiast, too, Mohamed has included a mile-long straight strip which can be used as a runway, or made available for drag racing.

He plans eventual seating facilities for 50,000.

SIMCA

Six models of the new 1956 French Simca automobile were presented to the public at the first U.S. showing Feb. 10, in the Caribe Lounge of the Beverly Hilton, with Witkin-Wolf, Western U.S. distributor, engineering the preview.

Doors were opened to the public from 7 until 10 p.m., and a throng eyed two new sedans, a four-seater hard-top, a two-seater hard-top coupe, a convertible and a station wagon.

The new 90 mile-per-hour, 35 mile-per-gallon, deluxe sedan attracted special attention because of its \$1588 price tag.

A. M. Dolza, president of the Simca Co., in Paris, flew to Los Angeles for the preview.

Of special interest to the women was a fashion showing of new styles created by Ardee Sportswear, designed especially to accentuate each of the French cars.

Many celebrities and French officials were on hand to view the car display.

Santa Barbara Race Program

Following is the complete program of 12 races to be staged by the California Sports Car Club at Santa Barbara on Saturday and Sunday, March 17-18:

SATURDAY, MARCH 17
 1. sedans under 1500cc, 15 min.; 2. production under 1300cc, 30 min.; 3. production 1300cc to 2000cc, 30 min.; 4. production over 2000cc, 30 min.; 5. ladies' race, 15 min.; 6. modified under 1500cc, 30 min.; and 7. modified over 1500cc, 30 min.

SUNDAY, MARCH 18
 1. production under 1500cc, 30 min.; 2. production over 1500cc, 30 min.; 3. modified under 1500cc, one hour; 4. Formula Libre and Formula III, 20 min. (open to senior drivers only); and 5. modified over 1500cc, one hour.

Classified Ads

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer? Looking for a ride? Most inexpensive way to advertise in MOTORACING for best results is in the Classified Column.

Rates are 10 cents per word. \$2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next issue dates: March 9-16.

MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif. CRestview 6-7165

FOR SALE

SINCE KEN MILES relinquished the agency for Lotus cars, many people have wondered to whom to direct inquiries. We understand that Colin Chapman, the well known designer, constructor and successful driver of this car, will be at Sebring, and he explains the position to quote: "I do not feel I can make a firm agreement regarding the agency until my visit to Sebring. In the meantime 4 MK 9 cars, 2 with engines and 2 without are available at the Los Angeles docks and these are available for disposal, without prejudice to further agency agreements, through Frank Monise, Monise Motors, 2530 East Walnut St., Pasadena — SYcamore 3-3953 or Jay Chamberlain, 2909 W. Olive, Burbank—THornwall 6-6440.

JAGUAR - JAGUAR—65 coupes and convertibles—65 coupes and convertibles—All models, all colors. The World's largest JAGUAR dealer offers you the World's largest selection. BRENTWOOD MOTOR CO., 2610 Wilshire Blvd., Santa Monica, EX. 4-0277, TE. 6-2236.

HALLIDAY - RENAULT SPECIAL. Class H modified. New manifolds and other improvements just completed. Excellent condition, ready to race. Won 1st, 2nd and 3rd in last three road races participated. Windshield for street use. Extra parts. \$1595. 516 E. Anaheim, Long Beach. PH: HEmlock 6-8525.

CLASS G Ermini-doh, two dual throat Webbers, dual ignition, Michelin "X" tires, immaculate "Monza" type body. Ready to race. Can be seen Palm Springs. JAMES ORR, box 338 Kentfield, Calif. Phone Glenwood 3-8316 or Glenwood 4-2199.

MONEY COULDN'T BUY MY DKW if I couldn't get another one! However, I can get a new convertible DKW—therefore my 1955 DKW sedan is for sale, 19,000 miles (never been driven by any old Pasadena Ladies) excellent condition. Cost about \$2250, price now \$1650, including \$75 worth of spare parts and a ski rack. (Driving a DKW is even more fun than skiing!) Roger Barlow, HO. 3-5685.

1953 OLDS-ALLARD J2X, highly modified. Guarantee 100 miles per hour. Mechanically Perfect. \$2900.
 1953 SIATA SPYDER, modified MG power, \$1300 without, \$1600 with engine. Will trade both above. Cash either way. H. Crown, 214 W. Arange Grove, Burbank. Call daytime only Victoria 9-3393.

JAGUAR OWNERS. MAGNESIUM RACING WHEELS NOW AVAILABLE. Zylgo approved. Fit your hubs. Safer and stronger for all events. Proven on the speedway. Will demonstrate knock off type on your car. HAROLD PARROW, TIRES, 1576 North Avenue 47, Los Angeles 42, Calif. CL 7-0863.

ALVIS '53 convertible—Chevrolet motor. Powerglide. In absolute concours condition—cost \$5,500. Will be featured in Road & Track. A sweet handling, fast sports car for the whole family—priced right or trade. Ralph Cochemis, 6106 Riverton, No Hollywood. SU 1-7655.

1950 CROSLLEY Hot Shot—like new motor—Best offer—Telephone THornwall 6-4169 or write Bill Charles, 184 North Maple, Burbank.

MISCELLANEOUS

WOULD the gentleman who sent a gift subscription to a friend in Germany please telephone TEXAS 0-6830 Collect.

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LETTERS to the Editor

(Continued from Page 2)

alism at Nassu (sic) is considered a (sic) excellent example.

I. W. Stephenson
By C. C. Kolb
Pebble Beach, Calif.

(Editor's Note: Mr. Stephenson's letter is published above. We bow our head in shame for the delay. It might interest Mr. S. and others like him to know that we have, at the moment, 304 letters on hand which we have been unable to print because of lack of space. And a good many of them, in our estimation, are many times more important than Mr. Stephenson's epistle. We eventually hope to get caught up.)

HOW ABOUT THIS!

Just read your Jan. 13-20 issue of MOTORACING. Outside of our little town, I picked up a lad from Ames College, and not a word was spoken until he got out of the car. Then he said, "Thanks for the ride," handed me your paper MOTORACING and said, "Maybe you would like to read this racing news." And I did; it's great!

Enclosed find check for \$2, so please start with your Vol. No. 1—No. 1 issue.

Yours for better racing,
Roland L. Jones
Boone, Iowa.

WORD FROM JAPAN

While inspecting the many gifts friends sent before leaving on an around-the-world jaunt, I noticed someone had neatly folded and placed a copy of a "little jewel" of a newspaper in my lapel pocket. Congratulations, and best wishes for every success. This is just the thing we have needed in California, since the first edition of the paper was written by people with good red racing blood.

I don't believe the Japanese have Postal Money Orders, nor cashier's checks, so I will take a chance and put two dollar bills in this envelope and hope they get to you. I will be gone for four months and am sure that it would be impossible to get back issues.

Thanks again, and every good wish to all of you concerned with MOTORACING.

W. John Dellinger
S. S. President Grant
Yokohama, Japan

HOT AT MILES

Enclosed my subscription for one year. Enjoy your publication.

I am an "outlaw" as far as racing is concerned as I am one of the "so and so's" that raced at Willow Springs. I have read your articles on Von Neumann and Miles with interest but Gus, the display of poor, not poor but "rotten" sportsmanship of Miles at Santa Barbara swung me to Bill White.

He is Tops as a driver but . . . Good luck to your paper and your staff. The few I know on your staff are tops in my book.

Al Newlon
Los Angeles 42

CONCOURS FAN

There have been many letters expressing the same heartfelt thanks I give for full sports news but a recent issue comes closer to my heart than any, you gave us concours d'elegance results. I feel that I can speak for all concours entrants when I say, THANK YOU!! We have had little recognition and enjoy reading a bit of news about our activities as much as anyone else. Concours seems to be a very specialized hobby and I have had many people, even sports car enthusiasts, say "What is it? or Why?" Almost anyone on the inside can explain the "What" but few the "Why." Those of us who have only one car for transportation and show are, I suppose, the biggest "?" in the

group. I'll guess with you but I love my Sunbeam and enjoy keeping it in condition to show.

Courtney Van Ornum
Venice, Calif.

AD BRINGS RESULTS

The response from MOTORACING readers to my ad (Westwood Travel Service) on our tours to Sebring, Pebble Beach and Europe was remarkable. I am convinced MOTORACING is THE medium for advertisers.

Keep up the "firecrackers."
Joseph Edward Mahon*
Westwood Village, Calif.
(That's Dusty Mahon—Ed. Note.)

USAC CONGRATS

Congratulations on your new paper. The West Coast can certainly use a racing paper.

We of the United States Auto Club will be most happy to cooperate with you in any manner, and give you all the assistance that we can. Best of luck in all your activities.

Duane Carter
Racing Director,
United States Auto Club

ENGLISH VIEWPOINT

Out of the blue has come copies of your publication, due, I suspect, to my very good friend and your contributor, Mike Siakoolos. . . . Your paper seems to fill a long-felt want in your country. May I wish you every success. I get a great deal of pleasure out reading about what's happening on the side of the world, especially now that my understanding of the American language is improving, thanks again to Mike Siakoolos.

May I be permitted to make a few comments on your articles from an English point of view.

The difficulties that race the world have long existed in Europe, in fact Big Time motor racing over here has become so expensive all but a few private owners have given it up.

500cc racing got its start by virtue of the ever-growing cost of racing big cars with any chance of success. Now that is rapidly the same way. A movement has recently been started for 250cc cars, in order to stop Big Business climbing on the wagon, a regulation exists limiting the overall cost of the car to about \$350. How it will work out we have still to see.

According to Charles Beaumont, 500cc is "less than exciting." This may be so, but is due, I suspect, to your having a lot of "one-off" specials running, most of them having widely differing performances. Over here most of the boys drive very evenly matched cars, with the result that most of our short races are very fiercely-contested with close finishes. Incidentally, it is not unusual for the winner's speed to be higher than the big sports cars and not very much lower than Grand Prix cars on the same circuit.

Art Loring seems very worried about your racing programs working out to two meetings a month. Over here we usually have one or two each week, and during the holiday weekends up to six. I must admit the non-starters' list gets awful long though!

Would someone care to explain how your drag meeting results are worked out. At the National Championship meeting at Great Bend, Kan., Lloyd Scott's time for the standing start one-quarter mile was 10.48 sec., yet his speed was given as 149 mph.

How is this speed worked out? It can't be the average speed—that's only 80.5 mph., so it must be speed over the finish line—or am I wrong?

Over here all our drag (we call them sprint) meetings have the results given in seconds, so unless I know how to convert your mph figuring I can't make a comparison.

I've always thought your

quoted mph was average mph, real urge! I was most impressed!

K. C. Truscott
Colchester, England

ARIZONA FANS

Tracy and I are completely sold on the new publication. We have missed something of this type ever since Motor Sports World left us.

I flashed the latest issue at our rally yesterday and with no effort at all came with this list (12 Arizona subscriptions).

We were very happy to see Anne Evans name as secretary!

Kay Bird,
Tucson, Ariz.

PROS ON WAZ

I received my first edition of Motoracing (from subscription), and think it is the best thing that could possibly happen to sports car racing.

I have just read the article "Road Racing Register Pro Benefits Cited by Bellesiles" and think the remarks there following (CSCC & SCCA) are the most disgusting things I have ever heard about sports car racing. Let's face it, pro is here to stay regardless of efforts to oppose it.

One of these days (soon I hope) I will have enough of that elusive green stuff to buy a machine that will be used primarily for competition. When this blessed event takes place and I get to a course where the chances of breaking my head are part of a day's activity, I hope to H. . . to get more than a brass plated pot with unfinished corners for success. Why not race where there is a chance of breaking even.

Not only do I think the drivers will on that way, but how about the enthusiasm on the outside of the coil. Would he rather pay \$3.50 plus lodging for a meet or would he rather pay \$2.00 and see the drivers (guys putting on the show) get a couple of bucks to make their irons better for next time. At a race several months ago someone was being shrewd and waking up the campers to charge admission and try to make them feel cheap (as reported Volume 1, No. 2, page 9, column 3 bottom). Has anyone ever thought that maybe they were not misers but real enthusiasts willing to pay admission but not able to afford to pay 10 to \$20 for lodging. I can't visualize anyone so cheap that they would sleep outside in cold weather just to save a deuce.

Is it true what people tell me? That the only people who race sports cars are rich playboys that lost their interest in polo ponies and country clubs. Judging by everything connected with amateur racing they are correct. Except that I happen to know of one little guy that got a second place trophy—I also know another little guy that got over 200 dirty worn out dollars from pro.

I have absolutely NO connections with any professional or professional sympathizing organizations. My opinions are my own and just that of a little guy with a goal. I hope I have not offended anyone but hope someone will give it some thought.

H. K. Kissingner
Inglewood, Calif.

O.K.'s POLICIES

This is the first of many ads to come if things shape up as expected. I have watched your new venture with interest and approve most of your policies. The policies I do not approve are not understood by me and therefore I can say that you rate 100%.

Harold Farrow
Los Angeles 42

CARS TOO 'NOISY'

I enclose a carbon of a letter I have just sent to AUTOSPORT magazine. This is an answer to John Bolster's article in which he

makes the (to me) shocking proposal that all racing and sports cars are too "noisy" and ought to be silenced.

I send the carbon only because I think it might be of some slight interest to you, and perhaps to your readers.

Lord knows the subject is meat for a debate. And, it seems to me, debates are healthy things for embryonic publications.

Anyway, once again—good luck to MOTORACING. It is like having a magazine published specifically and solely for me; and I know this is how most of your readers feel.

Charles Beaumont
No. Hollywood, Calif.

Mr. Beaumont's Letter to London

Mr. Gregor Grant, Managing Ed.:
AUTOSPORT magazine
189 Praed Street
London, W. 2
England
Dear Sir:

Mr. Bolster's article was both a surprise and a disappointment—as well as an irritant—and I feel obliged to register a small protest.

The word noise is defined by Webster as . . . 1. sound, esp. of a loud, harsh, or confused kind; . . . It is frequently used in reference to toppling buildings, screeching infants, fingernails against blackboards, cats at midnight, and gunfire; yet, the truth is that the word is every bit as personal and abstract as beauty or love, and by no means the cold and definite noun Mr. Bolster seems to think. With loud or soft one cannot quibble; nor can one dispute that c above c is a high note; but noise, like evil, is quite open to interpretation. And let those who doubt the statement inquire of a mother whether she considers her newborn child "noisy" or ask a pistol expert to describe the sounds his guns make.

Although he is welcome to his opinion, I venture to suggest that Mr. Bolster's public use of the word noise in reference to the sounds of racing car engines is flatly heretical. Well enough for Grandmother Feeble-knees to object to "all that racket," but from an automotive authority we expect sensitivity to centered not entirely in the ear drums. I would not try to convince Grandmother that a Ferrari accelerating out of a turn is putting forth music, because Grandmother is not an enthusiast; no more would I explain patiently again and again to her that Beethoven's Fifth Symphony has several sections marked crescendo and that she must know the difference between the hi-fi and the hi-loud; and that's the way Beethoven meant the music to be played, because Grandmother is not a musician either. So long as she sits on the porch muttering to herself, I will not try to influence her. However, once she moves off the porch and starts getting up petitions which propose to silence all Ferraris and keep the volume on Beethoven's Fifth down to near-inaudibility, then I fight, for she is not merely a cantankerous reactionary any more; she is a dangerous force, imposing her personal prejudices upon others.

Mr. Bolster is, if anything, more dangerous than his octogenarian sisters, for his voice carries (somewhat noisily, I'd say) and there is, I fear, a slight chance that his proposals and objections will be taken seriously. I therefore wish to make it clear that there are many of us—sans deerstalker hats and the backing of an influential magazine, true enough; but aficionados nonetheless, with deep love for the sport and dollars to spend—who consider that such an event would be calamitous.

Silencing racing cars and sports cars would be, in our opinion, tantamount to filing the horns of fighting bulls, or insisting that the toreros wear gray flannel suits; it would be more grievously a crime than ordering opera divas to sing perpetually sotto voce, and equal to censoring all the violence out of Shakespeare. For to those who have approached a field at early morning and heard the savage choir of revving engines, and felt this powerful music to the marrow of their bones, the sound of racing is an indivisible portion of the whole, and without it the game would be poorer.

For any who think Mr. Bolster has a point, I suggest this. Take motion pictures of a good race—one in which there is a representative assortment of cars: Ferraris and Maseratis, with their high-pitched and hysterical screams; a few deepthroated Cadillacs, grumbling along; some Forsses with straight pipes, swarming the track like agile opera buffos; a handful of Panhards, razoring their way around the corners on three wheels; some subterranean-voiced Buick-Kurises; a righteous field of eternally wicked-sounding Jaguars and MG's and Austin-Healeys and Triumph TR-2's; throw in a couple of 300-SL's, if you wish, only the kind they run in California, with the Bowdlerizing mufflers removed; and, of course, a brace of Specials—Meyer-Drake, Jag. MG—prepared by backyard tinsmiths. Then, take the motion pictures home, and run them—without sound. Watch the big Monza accelerate out of corner No. 5, silent as a ghost; watch the whole field jump quietly away from the starting line and soundlessly pour into the first turn; watch the whole silent, soundless procession; and see if it is the same.

Then decide whether, as Mr. Bolster urges, we ought to do away with "noise."

Sincerely,
Charles Beaumont

Now in Westwood
Michelin "X" Tires
Ed Lynch Bicycles
1449 Westwood Blvd.
Los Angeles 24 GR. 8-8638

PistoNotes

By Cam Ote



ED CLARK GLADYS STORER

Results of the Volkswagen Owners' Club gymkhana at the Crenshaw May Co. parking lot.

1. E. Clark 6:01:00 6. Baughman 7:00:02
2. L. Blum 6:06:03 7. Horwitz 7:2:01
3. Bowman 6:31:01 8. Knauss 7:07:05
4. R. Storer 6:33:00 9. Rendahl 7:09:00
5. D. Eisner 6:38:08 10. Mottola 7:13:00

Ladies
1. G. Storer 11:08:05 6. Bowman 12:43:00
2. Eisner 12:04:00 7. Bragg 12:57:03
3. Knauss 12:31:00 8. Hosking 13:04:00
4. Allred 12:38:05 9. Clark 16:40:05
5. L. Price 12:42:02 10. Wzwyk 17:41:03

Postponed by last month's heavy rains, a 200-lap late model stock car race will be run at the Gardena Stadium on Sunday afternoon, March 11. All of the Southland's top NASCAR drivers are expected to compete.

Danny Letnet, the Downey ace, will drive a 1956 Dodge "500." Jimmy Reed of Peekskill, N.Y., four-time national short-track NASCAR kingpin and winner of the last 200-lapper at the Western Ave. smokeway, will drive his '56 Chevrolet.

Motorcycle races start Saturday night, April 7, at Gardena Stadium. Races will be staged every Saturday night.

SCODA Names 1956 Officers

NEW YORK, Feb. 22.—The driver (professional) Stan Becker, Long Island, New York, has been elected 1956 President of SCODA (Sports Car Owners and Drivers Association), Sports Car Division of NASCAR.

Becker has been racing with SCODA since its inception, in 1951 and has been a star performer in sports car racing, piloting a special he designed and built himself. SCODA allows custom built cars to compete that meet technical and FIA specifications.

Other officers elected were: Fred Pfisterer, Mt. Vernon, N. Y., treasurer; 1955 champion (Austin-Healey); four vice-presidents (all drivers); Nick Cavi, Ridge-wood, N. Y.; Bill Boyd Hannauer, Westport, Conn.; Jake Jacobs, Providence, R.I.; and Pete Mourad, West Englewood, N. J.

Wyatt Takes Florida 200-Lap Big Car Race

JACKSONVILLE, Fla., Feb. 12.—Chuck Wyatt, Springfield, Ill., won Speedway Park's 200-lap big car race event which saw Bob Sweikert, Indianapolis winner, spin out.

Wyatt bettered Joie Chitwood's track record of 8:43.53 in roaring around the half-mile in 8:22.09.

Sweikert was in a three-way fight for first place for 10 full laps but his car spun out on the 11th. He was uninjured.

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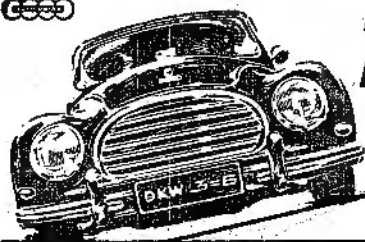
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